



**CITY OF MARSHALL**  
**Public Improvement & Transportation**  
**Committee**  
**A g e n d a**  
**Tuesday, February 13, 2024 at 4:00 PM**  
**344 W. Main St., City Hall**

**APPROVAL OF AGENDA**

**APPROVAL OF MINUTES**

1. Consider Approval of the Minutes of the December 12, 2023 Meeting

**NEW BUSINESS**

2. Project ST-001-2024: Chip Sealing on Various City Streets/ Project ST-002-2024: Bituminous Overlay Project
3. Project ST-010: Lyon Circle Reconstruction Project
4. Fencing Review – 4<sup>th</sup> Street Culverts
5. Project ST-015: 2025 MnDOT College Drive Improvement Project (SP 4204-40) - Aesthetics/Landscaping
6. 2022 Active Transportation (AT) Infrastructure Project – 60% Plan Set
7. Project PK-011: C Street/Southview Drive Trail
8. Project ST-007: UCAP Bus Shelter Project
9. Project PK-015: Independence Park Parking Lot
10. Project SWM-009: Canoga Pond Outlet Project

**ADJOURN**



## CITY OF MARSHALL AGENDA ITEM REPORT

<b>Presenter:</b>	Chair
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	APPROVAL OF MINUTES
<b>Type:</b>	ACTION
<b>Subject:</b>	Consider Approval of the Minutes
<b>Background Information:</b>	Enclosed are the minutes from the previous meeting.
<b>Fiscal Impact:</b>	
<b>Alternative/ Variations:</b>	Staff encourages Members to provide any suggested corrections to the minutes in writing to City Clerk, Steven Anderson, prior to the meeting.
<b>Recommendations:</b>	That the minutes from the previous meeting be approved as filed with each member and that the reading of the same be waived.



**MINUTES**  
**PUBLIC IMPROVEMENT/TRANSPORTATION COMMITTEE MEETING**  
**December 12, 2023**  
**4:00 PM**

**MEMBERS PRESENT:** Schafer, Lozinski, Alcorn  
**MEMBERS ABSENT:** None  
**STAFF PRESENT:** Director of Public Works/City Engineer Jason Anderson,  
Assistant City Engineer Eric Hanson,  
Senior Engineering Specialist, Geoff Stelter  
City Administrator, Sharon Hanson  
Director of Administrative Services E.J. Moberg  
**OTHERS PRESENT:** Steven Anderson, City Clerk; Pamela Whitmore, City Attorney; Preston Stensrud, Park and Rec  
Supervisor; Jamie Lanners, Representative of Lanners Brother Construction, Bryan Arzdorf and  
Stacey Ross

**Call to Order**

Schafer called the meeting to order at 4:00 pm.

**1. Approval of the Minutes**

MOTION BY Lozinski SECOND BY Alcorn to approve the minutes of the November 28, 2023 Public Improvement/Transportation Committee meeting. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

**2. PK-013 RRFB and Trail Extension at County Road 7 – Proposed Plan and Design**

The Camden Trail realignment is a proposed project to install a 10' wide trail on the top of the existing levee. Property owners along the realignment were notified to let them know that this project would be discussed at this Public Improvement/Transportation (PI/T) Committee meeting. The property owners have been invited to this meeting to view the proposed project and offer their perspective regarding the proposed alignment and design considerations for the project. The proposed alignment for the Camden Trail Realignment is identified in the included exhibit. The trail is proposed to start approximately 640' west of CR 7, cross CR 7 with a new RRFB and end at a connection point approximately 100' east of CR 7. The existing trail will be partially removed along the current alignments including removal of the pedestrian ramps. The City Council authorized staff to submit an application for an Active Transportation (AT) Grant at their December 27, 2022 City Council meeting. On July 27, 2023 city engineering staff was notified that the PK-013 project was selected for the AT Program funds. On October 10, 2023, the City Council awarded the Proposal for Professional Services to Bolton & Menk, Inc. of Mankato, Minnesota, for the development of construction plans, including preliminary and final design engineering services, to ready the improvement project for competitive bidding for the 2022 Active Transportation (AT) Infrastructure Project.

Project PK-013 consists of three project areas with an estimated construction cost of \$360,381 Including a 20% contingency. The Camden Trail Realignment has an estimated construction cost of \$156,636 including a 20% contingency. This is a preliminary estimate, and the cost will be better identified as staff works through a more detailed project design. An AT Grant has been awarded for the project in the amount of \$360,381.

Schafer opened the discussion up to members of the audience. Jamie Lanners believed that the City of Marshall purchased part of the original property to create a right of way for the path. One of her concerns was about if the city had plans on removing the existing blacktop. Lanners stated how useful it was to have the blacktop for snow removal. Eric Hanson mentioned that the portion of the trail that connects to the re-alignment would be terminated but the remainder of the blacktop was not currently in the plans to remove. Stacey Ross at 2653 County Road 7 was in attendance and voiced some of her concerns. One of her largest concerns was about safety and security. Many citizens tend to have unleashed animals and many of those animals leave leftovers on their property. A number of people also trespass onto her property believing it to still be a part of the levee. When the levee project was implemented, the city had purchased and planted a number of trees to create a natural barrier at her property. The heavy clay soil in the area

that was planted led to many of the plants dying and additional cost for her to removed. Ross also had concerns with the distance of the proposed trail to her home. Schafer pointed out a number of other properties within the city that were closer to the bike trail such as 106 C Street that was 22 feet from the path. Ross's property based on aerial photography showed that the proposed trail would be 40-45 feet from her house. The closest bike path that was located to a home in city limits was 411 Whitney Street that had the path within 11 feet of the building. Ross also expressed her concerns about the levy altering the drainage on her property and that the water used to drain to the river but no longer can. The culvert towards the west of her house also seems to be ineffective at moving water towards the river. Anderson addressed the concern with drainage and that the engineering department would be looking into possible solutions. Arzdorf spoke about the draining on the property before the levee was put into place and said that the water in the area never drained to the river. Most of the water came from the South off the Schmitt property at 2641 County Road 7. Schafer spoke about the master plan for the city and the Camden Regional Trail. Anderson said the current alignment of the trail at County Road 7 was too far south and would be moved north to be in line with the levee and a curve would be added to create a natural slowing point. The PI&T committee had spoken about County Road 7 numerous times and had spoken to Lyon County about a possible speed reduction for the road. The conversation circled back to landscaping and options on possible barriers between the Ross property and the trail re-alignment. Ross indicated that a fence would be more welcome than trees or bushes as there was a history of the plants not being able to survive. Based on the testimony from Ross, Chairperson Schafer tabled the item until the engineering department could do additional survey and research into the concerns of the property owner at 2653 County Road 7.

### **3. Project AP-003: Airport Snow Removal Equipment (SRE) Building**

The City of Marshall Public Works desires to construct a new Snow Removal Equipment (SRE) and Maintenance Equipment Storage Building at the Southwest Minnesota Regional Airport. The existing building does not adequately accommodate all airport maintenance equipment storage needs. The new facility is planned to be constructed on the East Building Area of the airport, as shown on the recently completed Airport Master Plan. The Project has been identified on the Airport CIP since FFY2011.

The following is the most recent timeline received from TKDA, the City's consultant:

- o Advertise for Bids – December 15, 2023
- o Bid Opening – January 16, 2023
- o Contract Award – February 2024
- o Material Order (Materials on hand) – March 2024 (City will need to carry costs until grant award which will likely be no sooner than 09/2024.)
- o Grant Applications – March 2024
- o Notice to Proceed – June 2024
- o Construction Completion – July 2025

Based on the attached presentation from TKDA, the current construction cost ranges from approximately \$3,345,000 to \$3,697,000. A Grant Initiation Request for Federal Assistance was submitted to the FAA in October with a total estimated project cost, including engineering and inspection fees, of \$4,000,000. Local cost participation based on this estimate is approximately \$800,000.

MOTION BY Alcorn SECOND BY Lozinski to recommend to Council to authorize advertisement for bids for Project AP-003: Airport Snow Removal Equipment (SRE) Building. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

### **Adjourn**

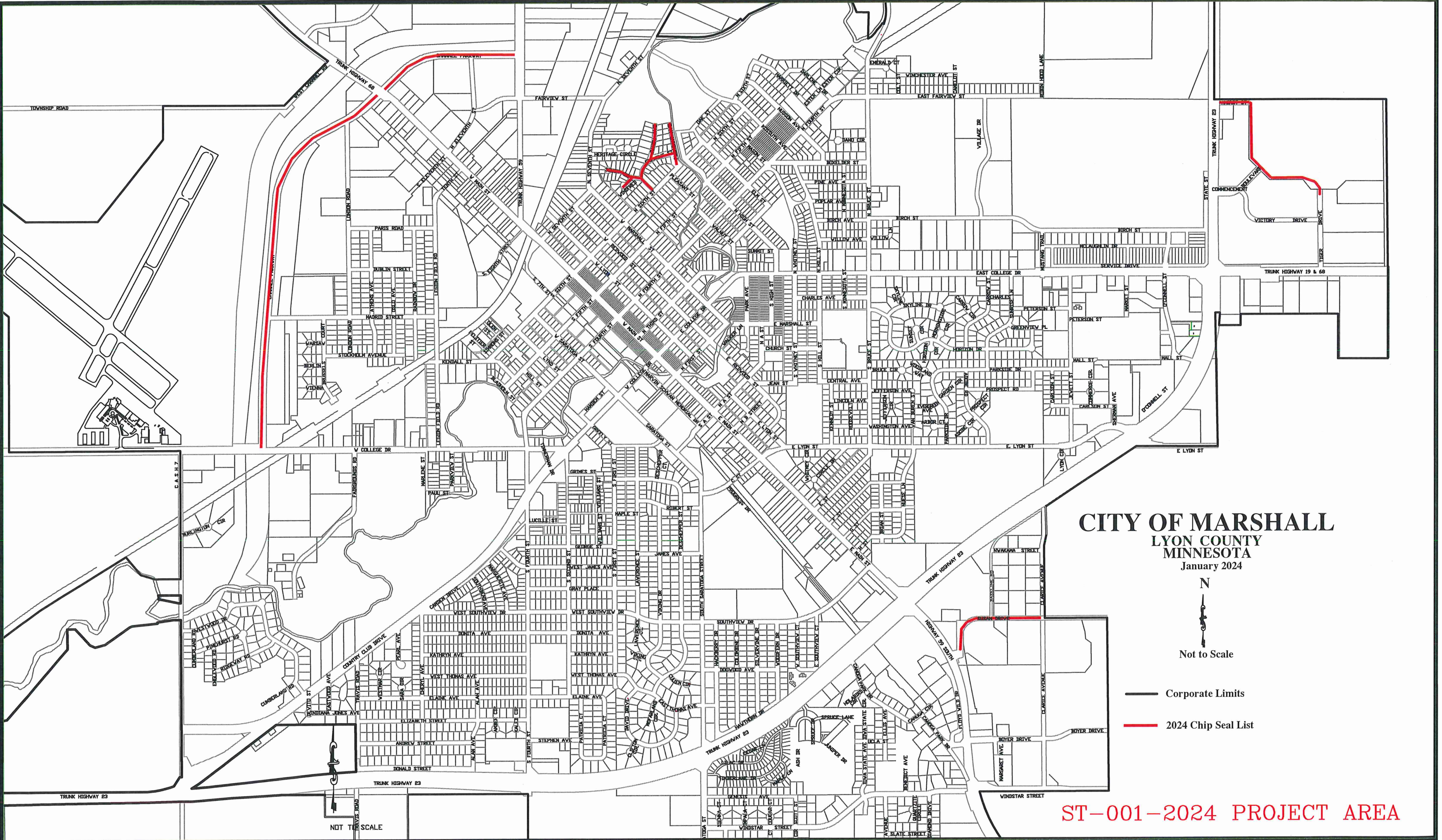
MOTION BY Lozinski SECOND BY Alcorn to adjourn the meeting. ALL VOTED IN FAVOR. MOTION PASSED 3:0. The meeting adjourned at 4:42 pm.

Respectfully submitted,  
Steven Anderson, City Clerk

**AGENDA ITEM REPORT**

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<b>Subject:</b>	Project ST-001-2024: Chip Sealing on Various City Streets Project ST-002-2024: Bituminous Overlay Project																																																										
<b>Background Information:</b>	<p><b>Project ST-001-2024: Chip Sealing on Various City Streets</b> – Annual chip seal project. The estimated total project cost is approximately \$161,267, including all streets shown below (excluding “Alternate Streets”). The 2024 Street Department budget includes a \$165,000 line item for this project.</p> <table border="1"> <thead> <tr> <th>Street</th><th>From-To</th></tr> </thead> <tbody> <tr> <td>Channel Parkway</td><td>TH 19 to TH 59</td></tr> <tr> <td>Susan Drive</td><td>Clarice Avenue to 400' Northeast of TH 59</td></tr> <tr> <td>Tiger Drive</td><td>MN Hwy 23 to 400' North of Victory Drive</td></tr> <tr> <td>Soucy Drive</td><td>6th Street to end</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Street</th><th>From-To</th></tr> </thead> <tbody> <tr> <td>Fremont</td><td>Ranch to Pleasant</td></tr> <tr> <td>Pleasant</td><td>6th to end</td></tr> <tr> <td>Ranch</td><td>Soucy to end</td></tr> <tr> <td>Winifred Circle</td><td>Soucy to Soucy</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Alternate Streets</th><th>From-To</th></tr> </thead> <tbody> <tr> <td>North 5th</td><td>Main Street to Marshall</td></tr> <tr> <td>West Redwood</td><td>5<sup>th</sup> to 6<sup>th</sup></td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Alternate Streets</th><th>From-To</th></tr> </thead> <tbody> <tr> <td>West Redwood</td><td>6<sup>th</sup> to 7<sup>th</sup></td></tr> <tr> <td>Lyon Street</td><td>5<sup>th</sup> to 6<sup>th</sup></td></tr> </tbody> </table> <p><b>ST-002-2024: Bituminous Overlay Project</b> – Annual mill and overlay project. Current project estimate for mill and overlay is \$605,745, including all streets shown below (excluding “Alternate Streets”) and ADA sidewalk ramp work. The 2024 Capital budget includes \$675,000 for this project.</p> <table border="1"> <thead> <tr> <th>Street</th><th>From-To</th></tr> </thead> <tbody> <tr> <td>Peltier/Glen/Simmons (Mill All 2")</td><td>Peltier/Glen/Simmons area off 6th Street</td></tr> <tr> <td>O'Connell Street (Mill All)</td><td>Service Road to Birch Street</td></tr> <tr> <td>Rainbow Drive</td><td>Madrid Street south to Railroad Tracks</td></tr> <tr> <td>Floyd Wild Drive</td><td>Susan Intersection to Canoga Park Drive.</td></tr> <tr> <td>Canoga Park Drive</td><td>T.H. 23 to new Canoga Park Circle seam.</td></tr> <tr> <td>Market Street</td><td>E. College Drive to Mall Parking Lot</td></tr> <tr> <td>N. Whitney Street (Mill All)</td><td>E. College Drive to N. 4th Street</td></tr> <tr> <td>Poplar Avenue (Mill All)</td><td>N. Whitney Street to N. Hill Street</td></tr> <tr> <td>Boyer Drive (Mill All)</td><td>TH 23 to Margaret Avenue</td></tr> <tr> <td>Boyer Drive</td><td>Leveling 1" - 20' wide estimated</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Alternate Streets</th><th>From-To</th></tr> </thead> <tbody> <tr> <td>Mall Street (Mill All)</td><td>South entrance off Jewett Street</td></tr> </tbody> </table>	Street	From-To	Channel Parkway	TH 19 to TH 59	Susan Drive	Clarice Avenue to 400' Northeast of TH 59	Tiger Drive	MN Hwy 23 to 400' North of Victory Drive	Soucy Drive	6th Street to end	Street	From-To	Fremont	Ranch to Pleasant	Pleasant	6th to end	Ranch	Soucy to end	Winifred Circle	Soucy to Soucy	Alternate Streets	From-To	North 5th	Main Street to Marshall	West Redwood	5 <sup>th</sup> to 6 <sup>th</sup>	Alternate Streets	From-To	West Redwood	6 <sup>th</sup> to 7 <sup>th</sup>	Lyon Street	5 <sup>th</sup> to 6 <sup>th</sup>	Street	From-To	Peltier/Glen/Simmons (Mill All 2")	Peltier/Glen/Simmons area off 6th Street	O'Connell Street (Mill All)	Service Road to Birch Street	Rainbow Drive	Madrid Street south to Railroad Tracks	Floyd Wild Drive	Susan Intersection to Canoga Park Drive.	Canoga Park Drive	T.H. 23 to new Canoga Park Circle seam.	Market Street	E. College Drive to Mall Parking Lot	N. Whitney Street (Mill All)	E. College Drive to N. 4th Street	Poplar Avenue (Mill All)	N. Whitney Street to N. Hill Street	Boyer Drive (Mill All)	TH 23 to Margaret Avenue	Boyer Drive	Leveling 1" - 20' wide estimated	Alternate Streets	From-To	Mall Street (Mill All)	South entrance off Jewett Street
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<b>Fiscal Impact:</b>	Included in project descriptions above.																																																										
<b>Alternative/ Variations:</b>	No alternative actions recommended.																																																										
<b>Recommendations:</b>	Recommend to move forward to City Council with authorization to advertise for bids for both projects.																																																										





CITY OF MARSHALL  
LYON COUNTY  
MINNESOTA  
January 2024

N


Not to Scale

Corporate Limits

2024 Chip Seal List

ST-001-2024 PROJECT AREA

DESIGNED BY:	DATE	REVISIONS	INIT.
D			
A			
SCALE:			



**MARSHALL**

ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

2024 CHIP SEAL
TITLE SHEET

CITY PROJECT NO. ST-001-2024	DATE 01/01/2024
STATE AID PROJECT NO.	SHEET NO. Page 6



State Of Minnesota  
City of Marshall, Minnesota  
Project Number ST-002-2024

Construction Plans for Bituminous Overlays & Pedestrian Ramp Improvements withing the City of Marshall

INDEX

SHEET NO.	DESCRIPTION
1	Title Sheet
2-3	Estimated Quantity Sheet
4	Construction Notes Sheet
5	Detail Sheet
6-9	ADA Plan Sheets
10-19	MNDOT Standard Plan Sheets

LEGEND

ALIGNMENT STATIONS	_____
GAS LINE	—●—●—●—
COMMUNICATION LINE	—○—○—○—
FIBER LINE	—◇—◇—◇—
UNDERGROUND POWER	—■—■—■—
STREET LIGHT	⊙
EXISTING CATCH BASIN	□
EXISTING STORM MANHOLE	⊕
EXISTING SANITARY MANHOLE	⊙
EXISTING HYDRANT	⊕
EXISTING WATER VALVE	⊕
NEW CATCH BASIN	□
NEW HYDRANT	⊕
NEW WATER VALVE	⊕
NEW SANITARY MANHOLE	⊙
NEW STORM MANHOLE	⊕
BENCHMARK TOP NUT HYDRANT	⊕

SPECIFICATION REFERENCE

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND THE SUPPLEMENTAL SPECIFICATIONS DATED SEPTEMBER 2022 SHALL GOVERN

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

THE CITY OF MARSHALL STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

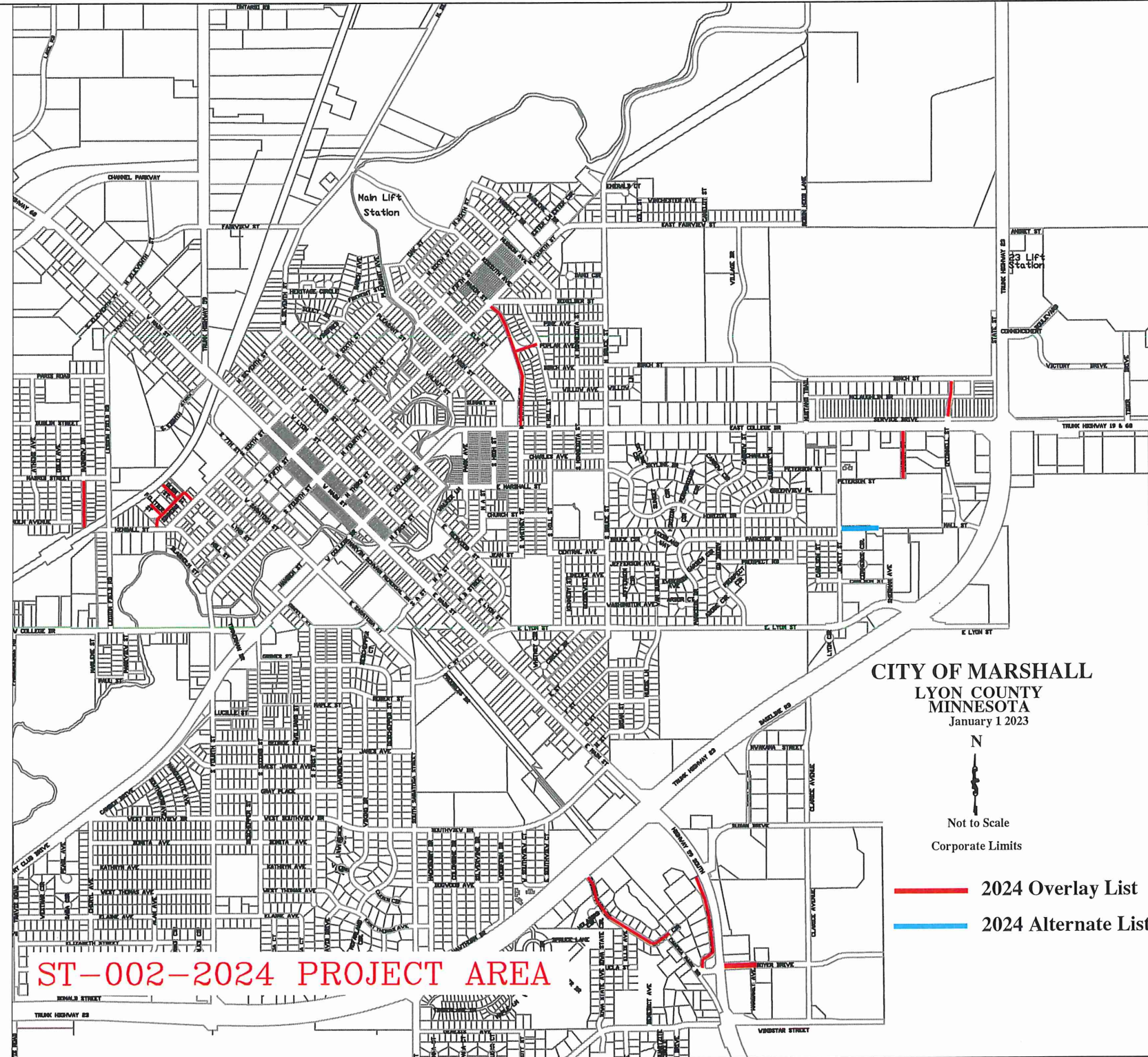
DESIGN DATA  
DESIGN SPEED 30 MPH  
STOPPING SIGHT DISTANCE BASED ON  
3.5' HEIGHT OF EYE  
0.5' HEIGHT OF OBJECT

SCALES

PLAN	1"=20'
PROFILE	NA
INDEX MAP	1"=100'
GENERAL LAYOUT	1"=20'



NOT TO SCALE



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSE PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

APPROVED: CITY ENGINEER, MARSHALL MINNESOTA DATE: REG NO 53322

CITY OF MARSHALL  
LYON COUNTY  
MINNESOTA  
January 1 2023

N

Not to Scale  
Corporate Limits

— 2024 Overlay List  
— 2024 Alternate List

DESIGNED BY: _____	DATE: _____	REVISIONS: _____	INIT.: _____	MARSHALL ENGINEERING DEPARTMENT 344 WEST MAIN STREET MARSHALL, MINNESOTA 56258	2024 BITUMINOUS OVERLAYS	CITY PROJECT NO. ST-002-2024	DATE 01/01/2024
DRAWN BY: JAR					TITLE SHEET	STATE AID PROJECT NO.	SHEET NO.
Item 2.							

## PI/T COMMITTEE – 02/13/2024 AGENDA ITEM REPORT

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project ST-010: Lyon Circle Reconstruction Project
<b>Background Information:</b>	<p>The project is proposed to include the complete reconstruction of the road and curb and gutter. The newly constructed road will be narrower than the current circle, a reflection of the very low traffic demand for the dead-end circle. In addition, sanitary sewer will be replaced and the water main in the circle will be extended to the end of the circle and a fire hydrant will be added to the dead end.</p> <p>This project has been presented and discussed at the following PI/T meetings: 01/24/2023, 02/14/2023 and 10/24/2023.</p> <p>At the 10/24/2023 meeting, PI/T approved a motion directing City staff to get input via a public informational meeting with the existing property owners. Notices were mailed to all owners, and the informational meeting was held on 01/18/2024. No property owners attended the meeting.</p> <p>In addition, this item has been placed on the 02/13/2024 City Council meeting for the resolution necessary for the initiation of the special assessment procedures, which is the “Resolution Ordering Preparation of Feasibility Report on Improvement”. This item was placed on the agenda to expedite the process if the City Council elects to complete this project in 2024. If Council wishes to complete the project in future years, the item can be pulled from the 2/13/2024 City Council agenda prior to the meeting.</p>
<b>Fiscal Impact:</b>	<p>The project is identified in our 2024 CIP at a total cost of approximately \$283,000.</p> <p>All improvements are proposed to be assessed according to the current Special Assessment Policy, including but not limited to participation from Marshall Municipal Utilities, Wastewater Department, Surface Water Management Utility Fund and Ad Valorem participation. Final approval of the project must include determination of funding sources.</p>
<b>Alternative/ Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	that the PI/T recommend approval of the provided project layout and general design and recommend to City Council to Receive the Feasibility Report and Call for Hearing on Improvement.



LEGEND

ALIGNMENT STATIONS	
EXISTING GAS LINE	
EXISTING COMMUNICATION LINE	
EXISTING FIBER LINE	
EXISTING UNDERGROUND POWER	
EXISTING STREET LIGHT	
EXISTING CATCH BASIN	
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BENCHMARK TOP NUT HYDRANT	

SPECIFICATION REFERENCE

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
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"SUPPLEMENTAL SPECIFICATIONS" DATED SEPTEMBER 2022 SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE  
LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM  
TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD  
MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

THE CITY OF MARSHALL STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

PROJECT LENGTH

GROSS LENGTH STREET #1	173	FEET	003	MILES
EXCEPTIONS	0	FEET	0.00	MILES
NET LENGTH	173	FEET	0.03	MILES

DESIGN DATA

DESIGN SPEED 30 MPH

STOPPING SIGHT DISTANCE BASED ON  
3.5' HEIGHT OF EYE  
0.5' HEIGHT OF OBJECT

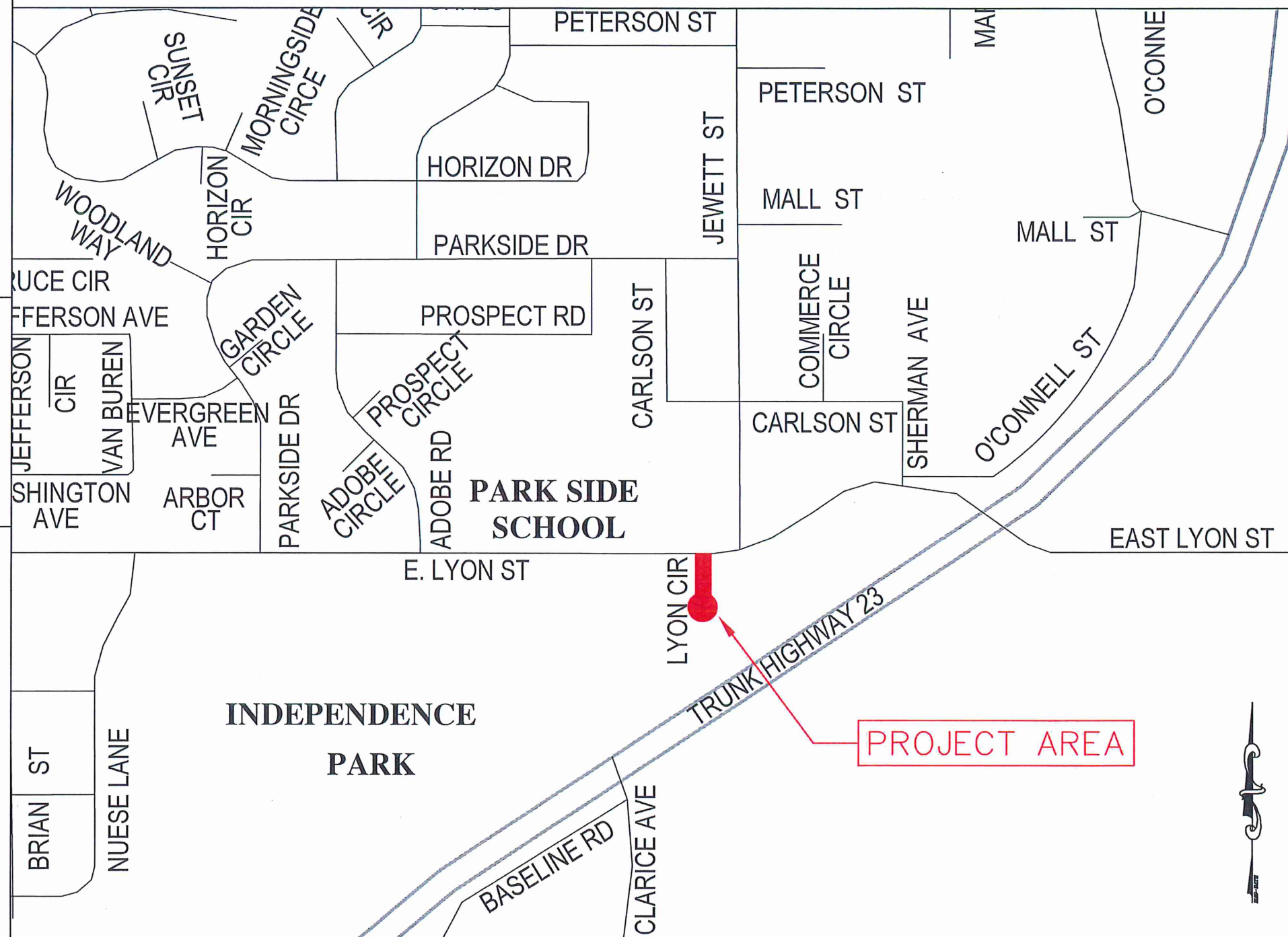
SCALES

PLAN	1"=30'
PROFILE	1"=5'
INDEX MAP	1"=100'
GENERAL LAYOUT	1"=20'

State Of Minnesota  
City of Marshall, Minnesota  
Project Number ST-010

Construction Plans for Sanitary Sewer, Watermain, Storm Sewer,  
Grading, Curb and Gutter, Bituminous Surfacing, and Misc. work for:

Lyon Circle  
SECTION 10 T111N, R41W



INDEX

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Estimated Quantity Sheet
3	Construction Notes Sheet
4	Typical Section Sheet
5	Construction Detail Sheet
6-7	SWPPP Sheet
8	Removal Sheet
9	Utility Plan & Profile Sheet
10	Surfacing Plan & Profile Sheet

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY  
DIRECT SUPERVISION AND THAT I AM A DULY LICENSE PROFESSIONAL  
ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

APPROVED: CITY ENGINEER, MARSHALL MINNESOTA DATE REG NO 53322

APPROVED: MARSHALL MUNICIPAL UTILITIES DATE

DESIGNED BY: JRL

Item 3.

JRL

BY: JRA

SCALE: N/A

DATE

REVISIONS

INIT.



MARSHALL

ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

LYON CIRCLE

TITLE SHEET

CITY PROJECT NO.  
ST-010

STATE AID PROJECT NO.

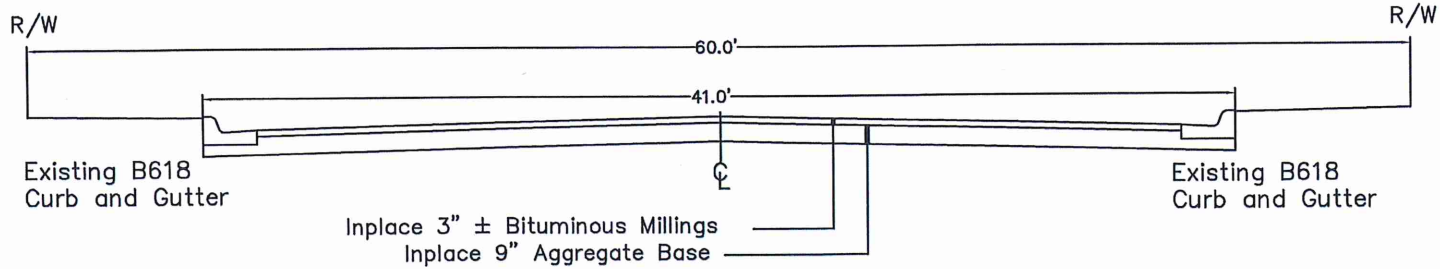
DATE  
02/01/2023

SHEET NO.  
1 OF 1

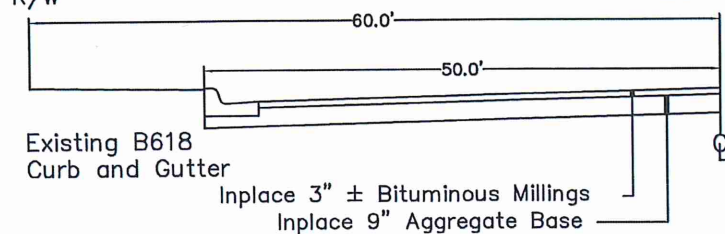
Page 9

Existing Typical Section

Lyon Circle  
0+00 to 0+80

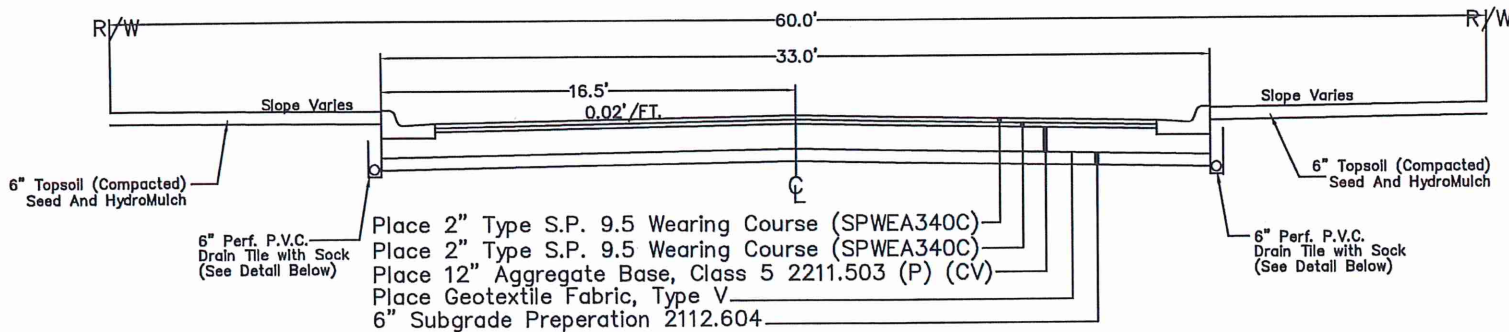


Lyon Circle  
0+80 to 1+72

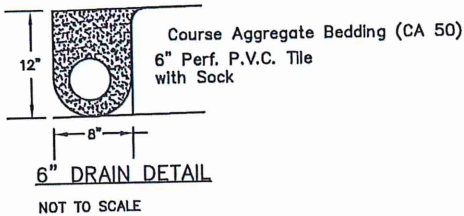
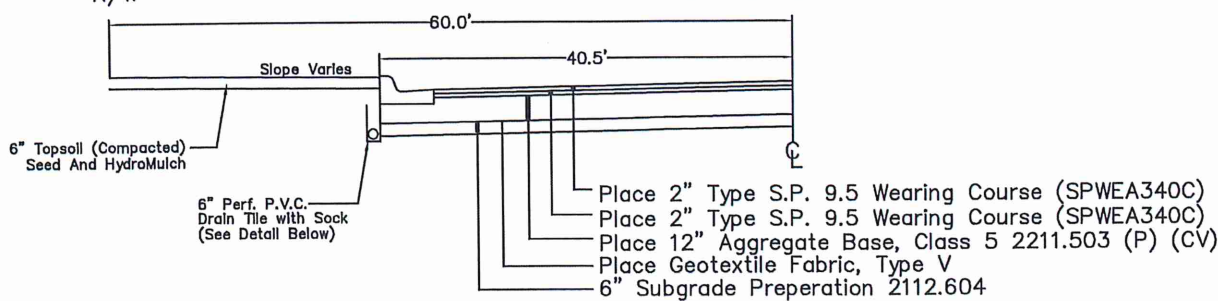


Proposed Typical Section

Lyon Circle  
0+00 to 0+80

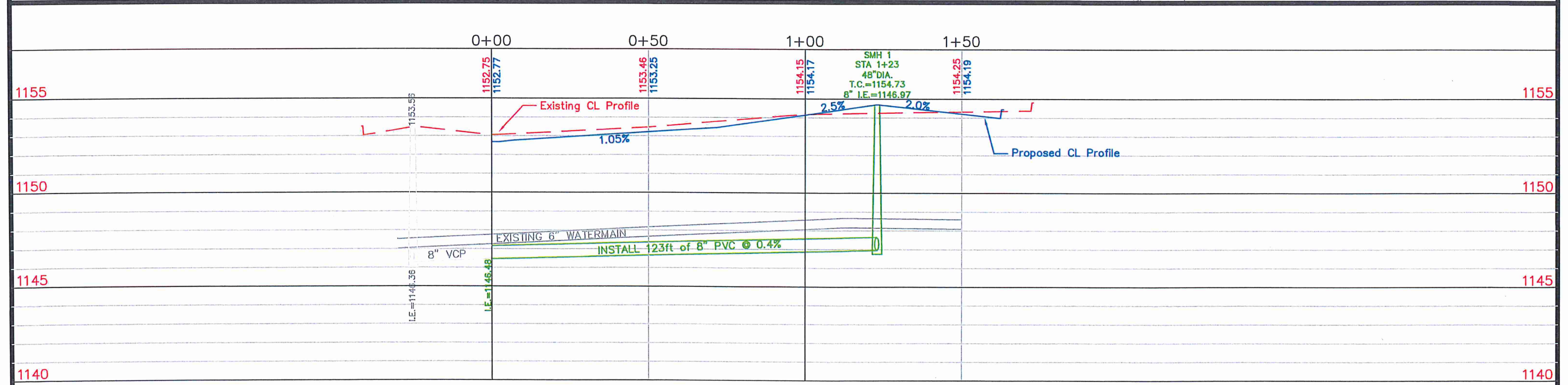
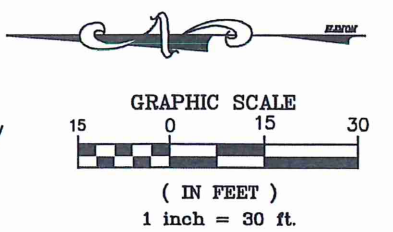
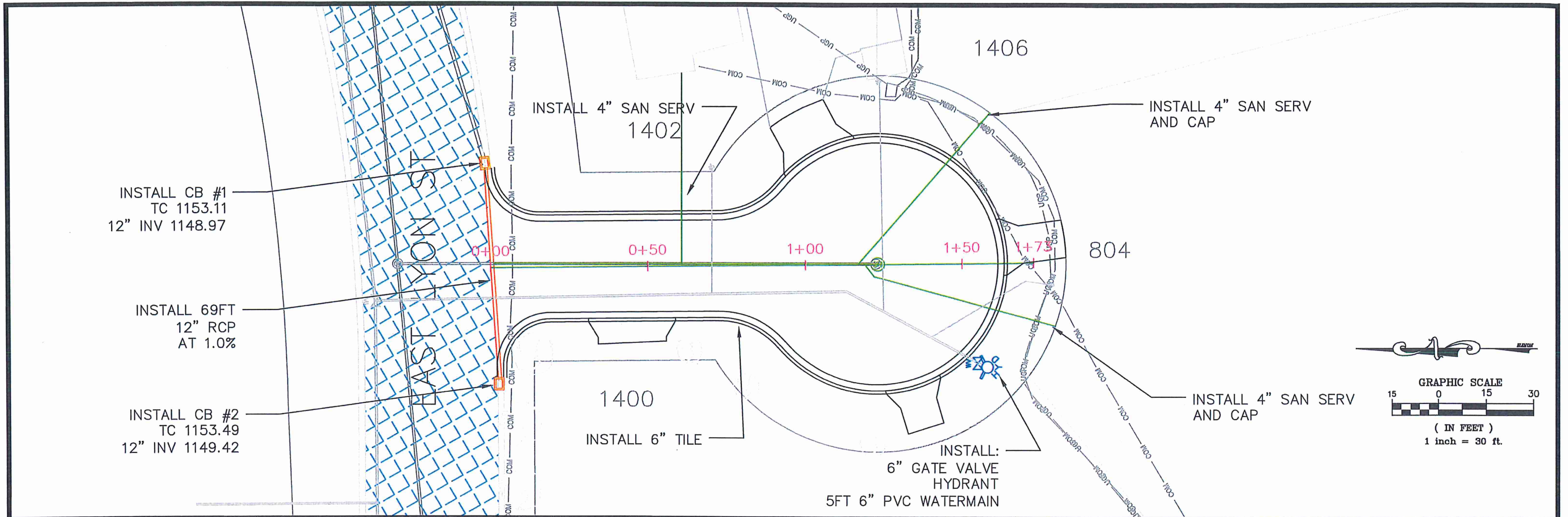


Lyon Circle  
0+80 to 1+72



Not to Scale





## PI/T COMMITTEE – 02/13/2024 AGENDA ITEM REPORT

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Fencing Review – 4 <sup>th</sup> Street Culverts
<b>Background Information:</b>	<p>PI/T Committee members approached City staff regarding a desire to replace existing chain link fencing that is in place at the N 4<sup>th</sup> Street culvert crossing, just northeast of W Marshall Street. The existing fencing is not attractive and is generally in poor condition. Following a review, City staff identified the N 4<sup>th</sup> Street culvert crossing near W College Drive as being similar in condition and age.</p> <p>City Street Department staff has since received quotes for replacement chain link fencing, as well as fabricated fencing that would be similar to the fencing that exists at Memorial Park. Both would be colored to match the “Marshall green” color that is used predominately throughout our parks system.</p> <p>The chain link fencing option would cost roughly \$25,000, installed. The fabricated fencing option would cost roughly \$59,000, for materials only. Extra cost would be required for footing and fencing installation.</p> <p>City staff has explored utilizing Municipal State Aid Street (MSAS) funds for this fencing because both install locations are on the State Aid network. To utilize State Aid funds, MnDOT will require engineering plans and a bid or quote process based off approved plans. Before staff puts the effort into plan creation, we wanted a recommendation from the PI/T Committee regarding the type of fencing that will be installed.</p>
<b>Fiscal Impact:</b>	Cost as low as \$25,000 for chain link fencing to be installed. Cost of the prefabricated fencing install is unknown currently, but the materials cost is \$59,000. Staff would propose utilizing MSAS funds, if allowed by MnDOT State Aid.
<b>Alternative/ Variations:</b>	Recommend prefabricated fencing for each location for a higher level of aesthetic improvement.
<b>Recommendations:</b>	Staff recommends a green, vinyl-coated chain link fence for these locations due to the significant cost savings for the same level of service for the project.

# QUOTE

REVISED

DAVID A SWENSON  
CONSTRUCTION, LLC EST 1966

We're the ones to call for all of your fencing, seeding and erosion control projects.

56 YEARS IN BUSINESS

3121 20TH ST.  
SLAYTON, MN 56172  
PH: (507) 836-8104  
FAX: (507) 836-6980  
CELL: (507) 760-0146 ( Monte)  
EMAIL: mondswen@yahoo.com

WE REQUIRE AMPLE TIME TO COMPLETE OUR PORTION OF THE PROJECT.

DATE:

TIME:

PROJECT

CHAIN LINK FENCE

LOCATION

MARSHALL, MN

ITEM #	DESCRIPTION	UNIT	QTY	UNIT \$	TOTAL
	<b>4TH ST AND W COLLEGE DR (TH 19)</b>				
1	REMOVE AND REPLACE WITH PVC COATED 4 FT TALL CHAIN LINK FENCE WITH 10 FT DOUBLE SWING GATE EAST SIDE OF ROAD	LS	1	\$ 6,450.00	\$ 6,450.00
	<b>4TH ST AND W COLLEGE DR (TH 19)</b>				
2	REMOVE AND REPLACE WITH PVC COATED 4 FT TALL CHAIN LINK FENCE WITH 10 FT DOUBLE SWING GATE WEST SIDE OF ROAD	LS	1	\$ 6,450.00	\$ 6,450.00
	<b>4TH ST AND W MARSHALL ST</b>				
3	REMOVE AND REPLACE WITH PVC COATED 4 FT TALL CHAIN LINK FENCE WITH 10 FT DOUBLE SWING GATE WEST SIDE OF ROAD	LS	1	\$ 6,450.00	\$ 6,450.00
	<b>4TH ST AND W MARSHALL ST</b>				
4	REMOVE AND REPLACE WITH PVC COATED 4 FT TALL CHAIN LINK FENCE WITH 10 FT DOUBLE SWING GATE EAST SIDE OF ROAD	LS	1	5735	\$ 5,735.00

SIGNATURE

Monte Swenson

QUOTE TOTAL \$ 25,085.00



# Estimate



Mailing Address:  
123 Crystal Ridge Cir.  
Brookings, SD 57006  
(605) 695-7694

Name/Address
City of Marshall ATTN : Dean Coudron 901 Oak St Marshall, MN 56258

Date	Estimate No.	Project
01/08/24	1542	

Item	Description	Quantity	Cost	Total
Material	430' of 4' Commercial Grade Green Vinyl coated chain link w/ 4' 10' drive gates	1	17,884.26	17,884.26
Fence Labor	430' of 4' Commercial Chain Link install	1	5,945.00	5,945.00
Removal	Fence demo, post and concrete removal, haul away, dump fee	430	6.00	2,580.00
Mileage	4-5 trips	4	150.00	600.00
		Total	\$27,009.26	

Bend Rite Custom Fabrication Inc.

1106 West Main St.  
Marshall, Mn 56258

## Estimate

Date	Estimate #
12/05/2023	4094

Name / Address
CITY OF MARSHALL STREET DEPARTMENT 344 W MAIN STREET MARSHALL, MN 56258

			P.O. No.
Description	Qty	Cost	Total
Labor and materials to fab Rails for the north 4 street bridge on the east and west side of the street. Rails will be built to match the downtown rails at memorial park. Rails will be build in 10ft sections so panels can be set to correct height and will be able to be removed to access clearing of the river below. These rails will be roughly 130 ft in length on each side of the road.		33,280.00	33,280.00T
Rails will all be blasted, primed and powder coated Marshall Green to match downtown		0.00	0.00T
Concrete footings are not included in this bid.		0.00	0.00T
Bend rite can provide drawings to help set elevation and location of footings needed.		0.00	0.00
		<b>Subtotal</b>	
		<b>Sales Tax (0.0%)</b>	
		<b>Total</b>	

Bend Rite Custom Fabrication Inc.

1106 West Main St.  
Marshall, Mn 56258

## Estimate

Date	Estimate #
12/05/2023	4094

Name / Address
CITY OF MARSHALL STREET DEPARTMENT 344 W MAIN STREET MARSHALL, MN 56258

			P.O. No.
Description	Qty	Cost	Total
Labor and materials to fab Rails for the south 4 street bridge on the east and west side of the street. Rails will be built to match the downtown rails at memorial park. Rails will be build in 10ft sections so panels can be set to correct height and will be able to be removed to access clearing of the river below. These rails will be roughly 130 ft in length on each side of the road.		25,600.00	25,600.00T
Rails will all be blasted, primed and powder coated Marshall Green to match downtown		0.00	0.00T
Concrete footings are not included in this bid.		0.00	0.00T
Bend rite can provide drawings to help set elevation and location of footings needed.			
		<b>Subtotal</b>	\$58,880.00
		<b>Sales Tax (0.0%)</b>	\$0.00
		<b>Total</b>	\$58,880.00

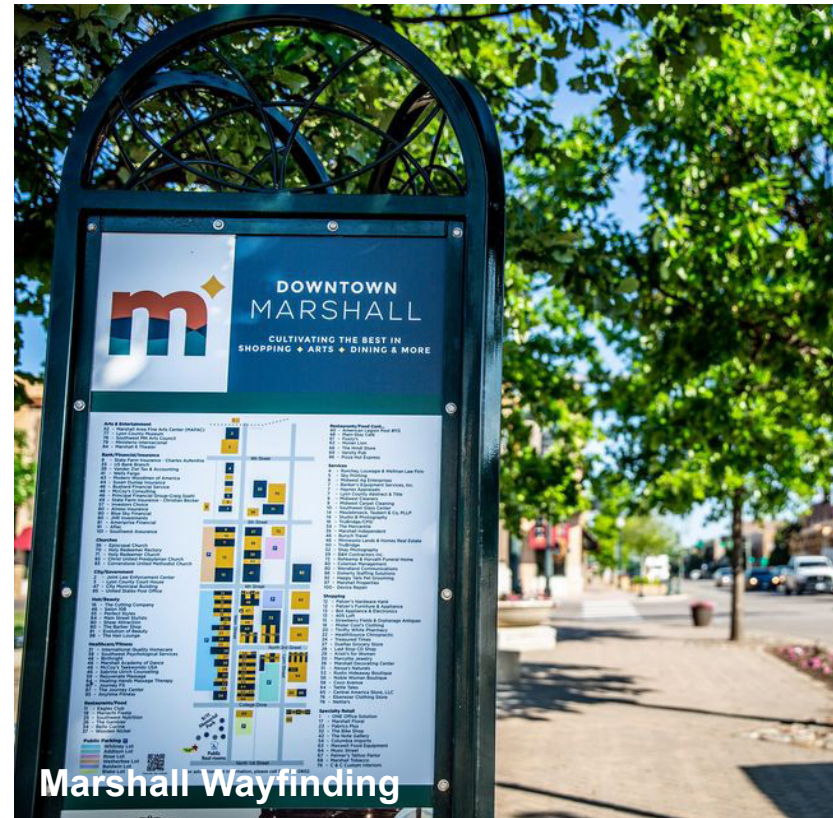
**PI/T – 02/13/2024**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project ST-015: 2025 MnDOT College Drive Improvement Project (SP 4204-40) - Aesthetics/Landscaping
<b>Background Information:</b>	<p>MnDOT is proceeding with plans to complete State Project 4204-40, the reconstruction of MN 19/College Drive from roughly 400-FT west of Marlene Street to N. Bruce Street within our city limits. The project is a comprehensive reconstruction project that includes new pavement, sidewalk, and city utilities. Some notable changes include the addition of a roundabout, the removal of a traffic signal, the addition of RRFB pedestrian crossings, optimized road widths, access reductions, and strategically placed center medians.</p> <p>MnDOT includes an aesthetics budget for each State project that passes through a municipality. Typically, this amount is 2% of MnDOT's project costs.</p> <p>At this point, there is limited "aesthetic" features built into the project. It was determined early that the City would have limited desire to reach for heightened aesthetic features (large planting zones, colored concrete, benches, public art, etc.) within the MnDOT right of way. Some of the lighting will be covered by the aesthetic budget and the roundabout at S 2<sup>nd</sup> Street/Country Club Drive/MN 19 is proposed to have some landscaping.</p> <p>Included in the packet is a rendering of the roundabout area landscaping. The included was an early rendering to show possible options. After reviewing with MnDOT, City staff has given feedback that the landscaping should be reduced in the roundabout. We've requested that the "Marshall" sign stay but that it has the ability to be changed for a logo change. In addition, limestone should not be used and it should have a granite element to it instead. Lastly, staff advised that the amount of roundabout landscaping should be reduced to be generally around the sign only, and the remaining land should be turf grass for easy maintenance.</p> <p>Staff is looking for concurrence that our given guidance is agreeable to the PI/T Committee and we will take any feedback as presented.</p>
<b>Fiscal Impact:</b>	None at this time.
<b>Alternative/ Variations:</b>	
<b>Recommendations:</b>	Recommend and approve of City staff's guidance for landscaping on the project.





Marshall Branding Identity



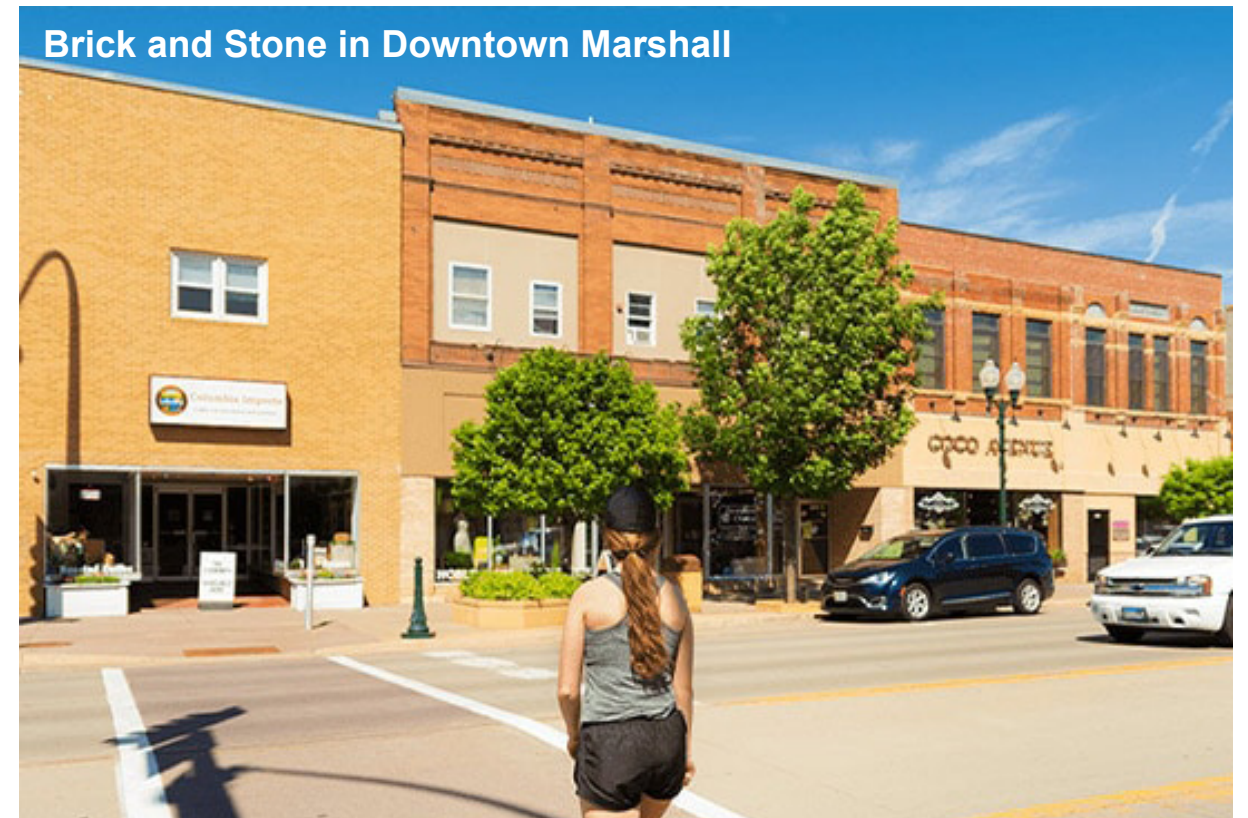
Marshall Wayfinding



Limestone and Colored Concrete at Memorial Park



Brick and Stone in Downtown Marshall



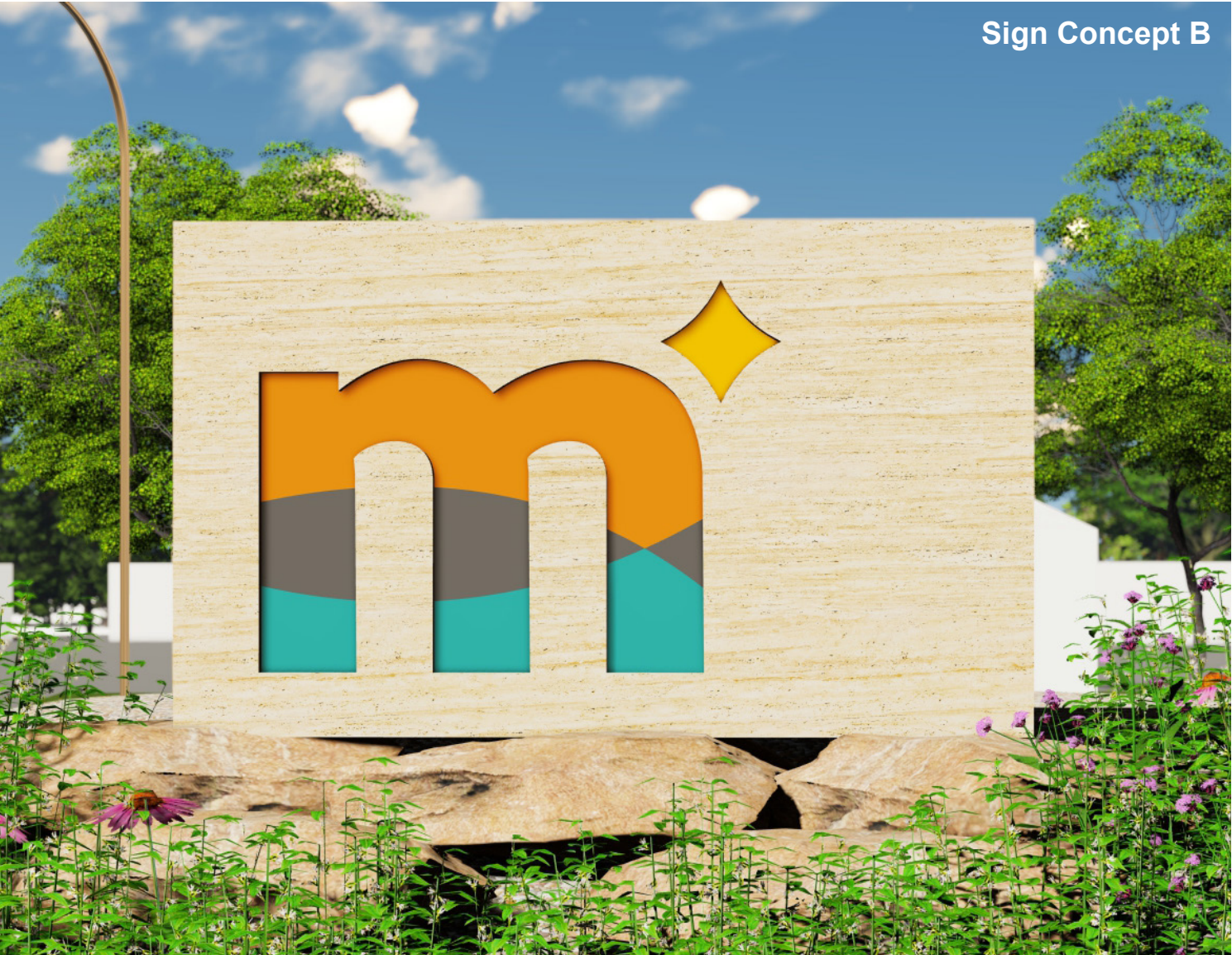
Brick and Stone in Downtown Marshall





Sign Concept A

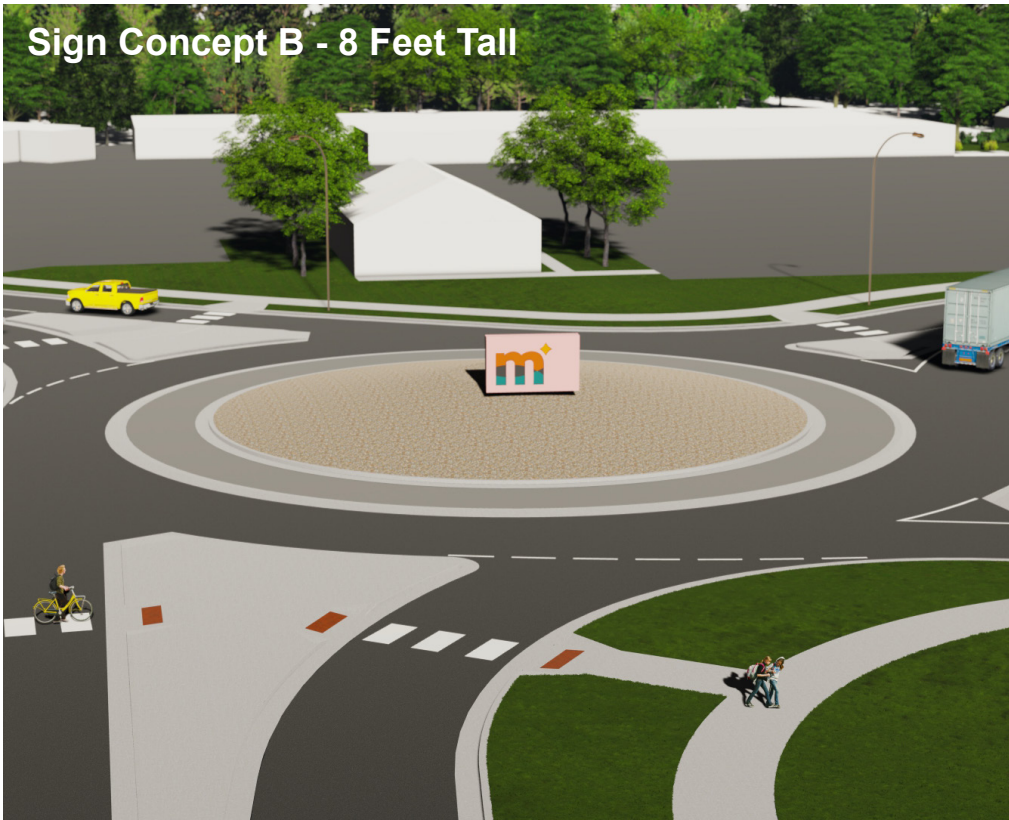
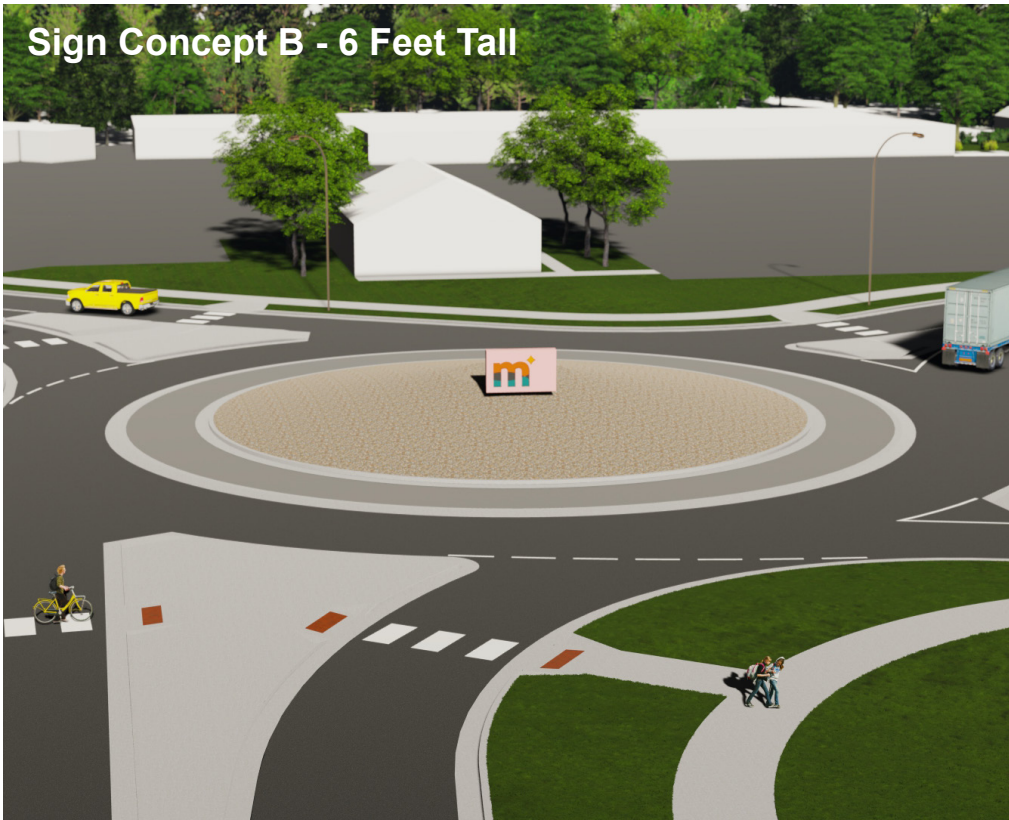
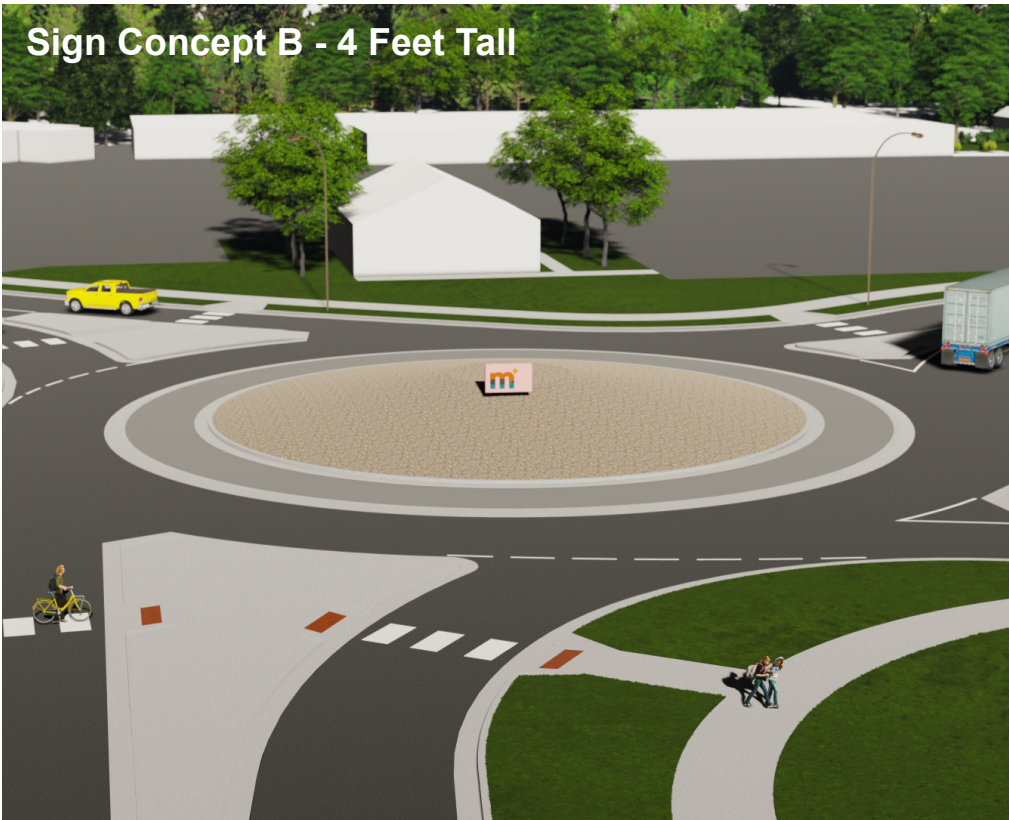
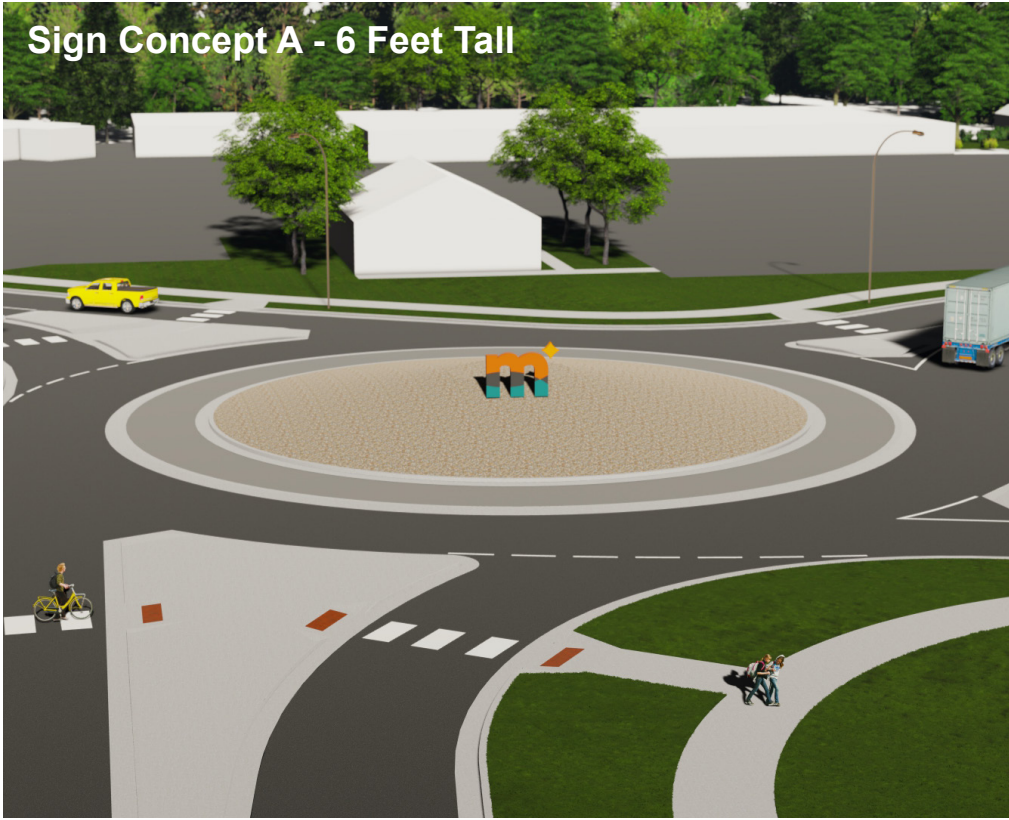
**Construction:** Fabricated metal logo painted to match City branding (one-sided)  
**Sizes:** 4', 6', and 8' tall options (see following page)



Sign Concept B

**Construction:** Limestone block with inset logo painted to match City branding (one-sided)  
**Sizes:** 4', 6', and 8' tall options (see following page)

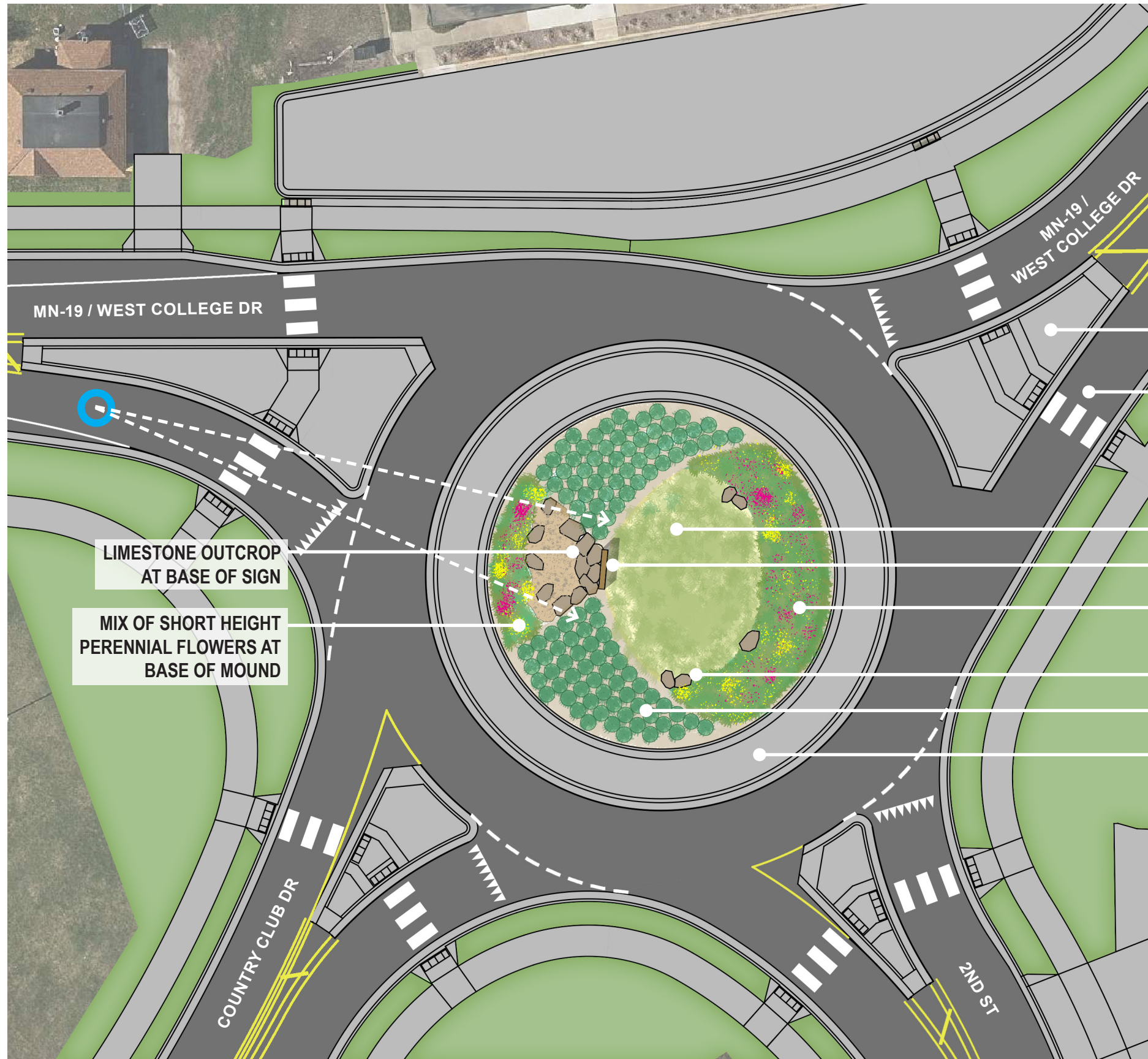












RAISED CONCRETE MEDIAN

PEDESTRIAN CROSS WALK

TALL GRASSES ON MOUND

10' W SIGN PANEL

MIX OF SHORT HEIGHT PERENNIAL  
FLOWERS AT BASE OF MOUND

LIMESTONE OUTCROP

SHRUB MASS PLANTING

MOUNTABLE CURB WITH  
CONCRETE APRON

LIMESTONE OUTCROP  
AT BASE OF SIGN

MIX OF SHORT HEIGHT  
PERENNIAL FLOWERS AT  
BASE OF MOUND



Low height perennial flowers at base



Karl foerster feather reed grass on mound

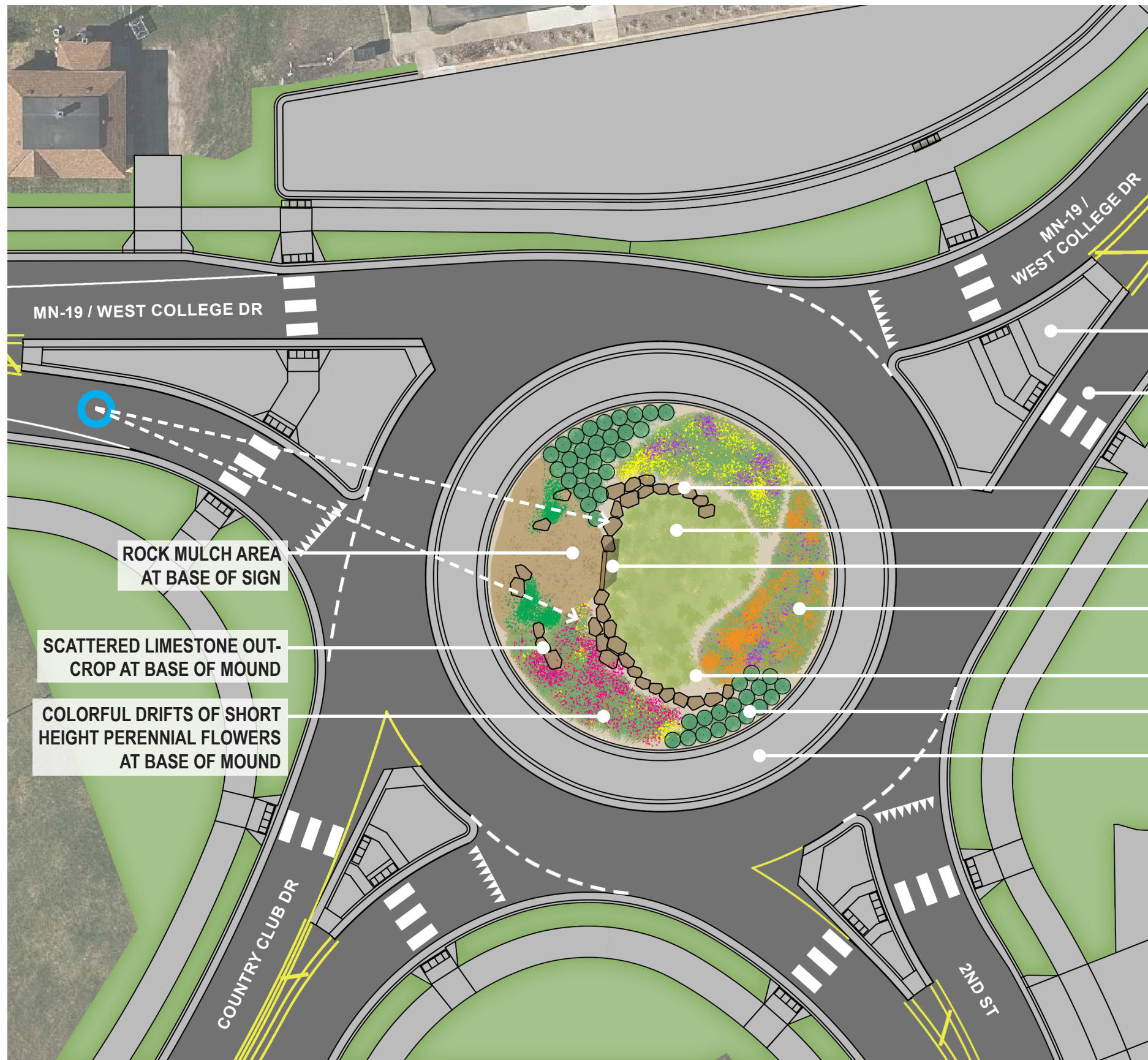


Dogwood shrub mass planting (red stems in winter)



Limestone outcrop at base of sign monument





RAISED CONCRETE MEDIAN

PEDESTRIAN CROSS WALK

LIMESTONE OUTCROP LOW WALL

TALL GRASSES ON MOUND

10' W SIGN PANEL

COLORFUL DRIFTS OF PERENNIAL  
FLOWERS AT BASE OF MOUND

LIMESTONE OUTCROP

SHRUB MASS PLANTING

MOUNTABLE CURB WITH  
CONCRETE APRON

ROCK MULCH AREA  
AT BASE OF SIGN

SCATTERED LIMESTONE OUT-  
CROP AT BASE OF MOUND

COLORFUL DRIFTS OF SHORT  
HEIGHT PERENNIAL FLOWERS  
AT BASE OF MOUND



Low height perennial flowers at base



Karl foerster feather reed grass on mound



Dogwood shrub mass planting (red stems in winter)



Limestone outcrop at base of sign monument

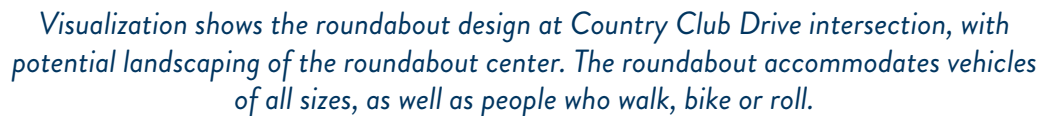




MnDOT, in partnership with the City of Marshall, is planning the reconstruction of Highway 19/College Drive from Marlene Street through the intersection of Bruce Street starting in 2025. The road pavement has deteriorated and aging utilities need to be replaced. The project includes the construction of a roundabout at Country Club Drive.

Community feedback noted confusion at the College Drive, South 2nd Street and Country Club Drive intersection.

- Improve safety for all
- Create better traffic flow
- Accommodate large trucks
- Include pedestrian crossings for people who walk, bike or roll



**A roundabout is a circular intersection where traffic flows around a central island. They are an alternative to traffic signals and stop signs, and at many intersections, have advantages over signals and stop signs, including:**

- Fewer injury crashes & fatalities
- Less vehicle delays
- Reduced fuel consumption

Input from the community identified improving safety for drivers, walkers and bicycles as the most important priority for the project. A roundabout meets the community's top priority of improving safety for all. A roundabout also makes it easier to get across town, reduces traffic delay and slows down traffic.



# College Drive/Hwy 19 Reconstruction Project



Roundabouts handle high levels of traffic with less delay than most stop signs or signals. Roundabouts are designed for all roadway users, including people who walk, bike, or roll.

## How to Navigate the Roundabout at Country Club Drive

### Drivers / Vehicles:

- Slow down when approaching a roundabout
- Yield to pedestrians in the crosswalk
- Yield to vehicles already in the roundabout and merge into traffic when it is safe
- Continue through the roundabout until you reach your exit
- Do not stop or pass other vehicles in the roundabout

### Large Trucks / Buses:

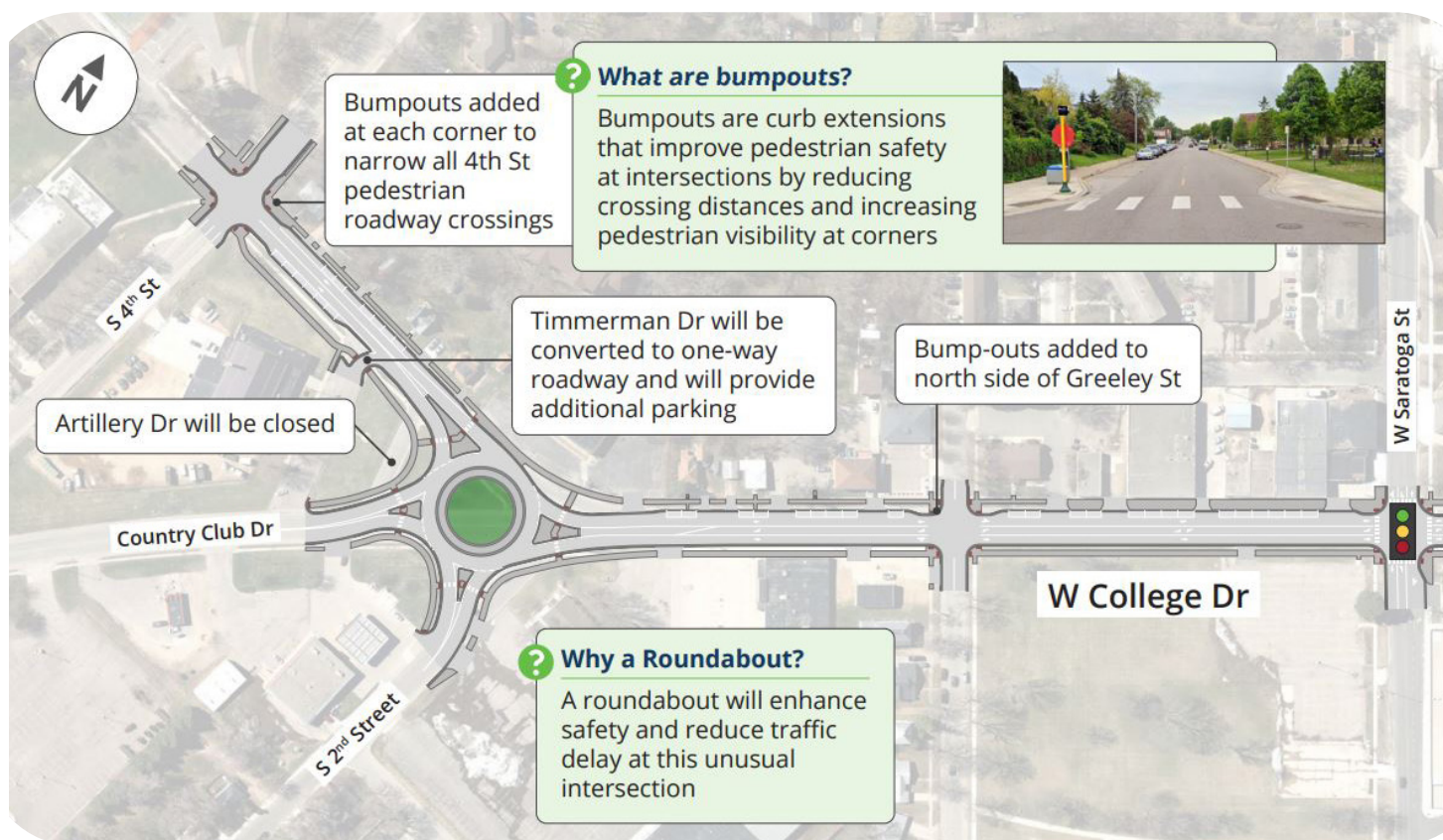
- Lanes are wide enough to accommodate buses and large vehicles
- The truck apron added to the center island aids trucks as they move through the roundabout

### Walk or Roll:

- Cross only at crosswalks
- Use the median island as a halfway point to check for approaching traffic
- Never cross to the central island

### Bicyclists:

- Ride with traffic or use the crosswalks appropriately.
- Traffic is slower inside roundabout, cyclists should be able to travel at or near the same speed as motorists



<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	2022 Active Transportation (AT) Infrastructure Project – 60% Plan Set
<b>Background Information:</b>	<p>The City of Marshall was awarded \$360,381 in Active Transportation (AT) Infrastructure Program grant funds for construction of several city-wide pedestrian improvement projects including an enhanced pedestrian crossing (RRFB) at US Hwy 59/A Street, a shared use trail along US Hwy 59 between Boyer Drive &amp; Windstar, and the re-alignment of the Camden Trail at County Road 7 along with an enhanced crossing (RRFB). The projects will need to adhere to State Aid standards and require approval from the District State Aid Engineer.</p> <p>City staff is included sheets from the 60% plan set for PI/T Committee review. The intent of this review is to discuss the layout of the proposed enhancements and ensure that the Committee is in agreement with the proposed plan.</p>
<b>Fiscal Impact:</b>	Project PK-013 consists of three project areas with an estimated construction cost of \$413,125, including 10% contingency. All costs outside of the AT Grant are proposed to be paid with Municipal State Aid Street (MSAS) funds. City staff has already submitted to advance \$150,000 in MSAS funding for this project.
<b>Alternative/ Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Approve the proposed design and general plan concepts.



MINNESOTA DEPARTMENT OF TRANSPORTATION  
CITY OF MARSHALL  
LYON COUNTY, MINNESOTA  
TH 59 & A ST./ COUNTY STATE AID HIGHWAY 7

DESIGN DESIGNATION U.S. 59 TRAIL  
STA. 20+42.19 TO STA. 26+15.99  
FUNTIONAL CLASSIFICATION SHARED USE PATH  
DESIGN SPEED 20 mph  
DESIGN SPEED FOR BIKEWAY BASED ON  
ON STOPPING SIGHT DISTANCE:  
HEIGHT OF EYE = 4.5 FT  
HEIGHT OF OBJECT = 0.0 FT

DESIGN DESIGNATION CAMDEN BIKE TRAIL  
REALIGNMENT  
STA. 11+31.07 TO STA. 19+73.27  
FUNTIONAL CLASSIFICATION SHARED USE PATH  
DESIGN SPEED 20 mph  
DESIGN SPEED FOR BIKEWAY BASED ON  
ON STOPPING SIGHT DISTANCE:  
HEIGHT OF EYE = 4.5 FT  
HEIGHT OF OBJECT = 0.0 FT

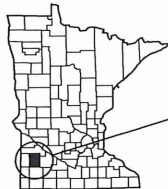
CONSTRUCTION PLAN FOR: CONCRETE SIDEWALK, PEDESTRIAN FLASHER SYSTEM & BITUMINOUS TRAIL  
SAP 139-590-001 LOCATED ON TRUNK HIGHWAY 59 FROM WINDSTAR DRIVE TO A STREET (GEOGRAPHICAL DESCRIPTION)  
FROM THE SOUTH LINE OF SECTION 10, T111N, R41W TO 2100' SOUTH OF THE CENTER OF SECTION 4, T111N, R41W (LEGAL DESCRIPTION)  
COUNTY STATE AID HIGHWAY 7 FROM WESTWOOD DRIVE TO BURLINGTON CIRCLE (GEOGRAPHICAL DESCRIPTION)  
FROM 150' NORTH OF THE EAST CENTER SECTION LINE SECTION 7, T111N, R41W TO 100' SOUTH OF THE EAST CENTER SECTION LINE OF SECTION 7, T111N, R41W (LEGAL DESCRIPTION)

GROSS LENGTH	1482.53	FEET	0.28	MILES
BRIDGE LENGTH	N/A	FEET	N/A	MILES
EXCEPTION LENGTH	0	FEET	0	MILES
NET LENGTH	1482.53	FEET	0.28	MILES
LENGTH AND DESCRIPTION BASED UPON PROPOSED CAMDEN BIKE TRAIL AND PROPOSED US 59 TRAIL, ALONG WITH EXISTING TRUNK HIGHWAY 59 CENTERLINE				

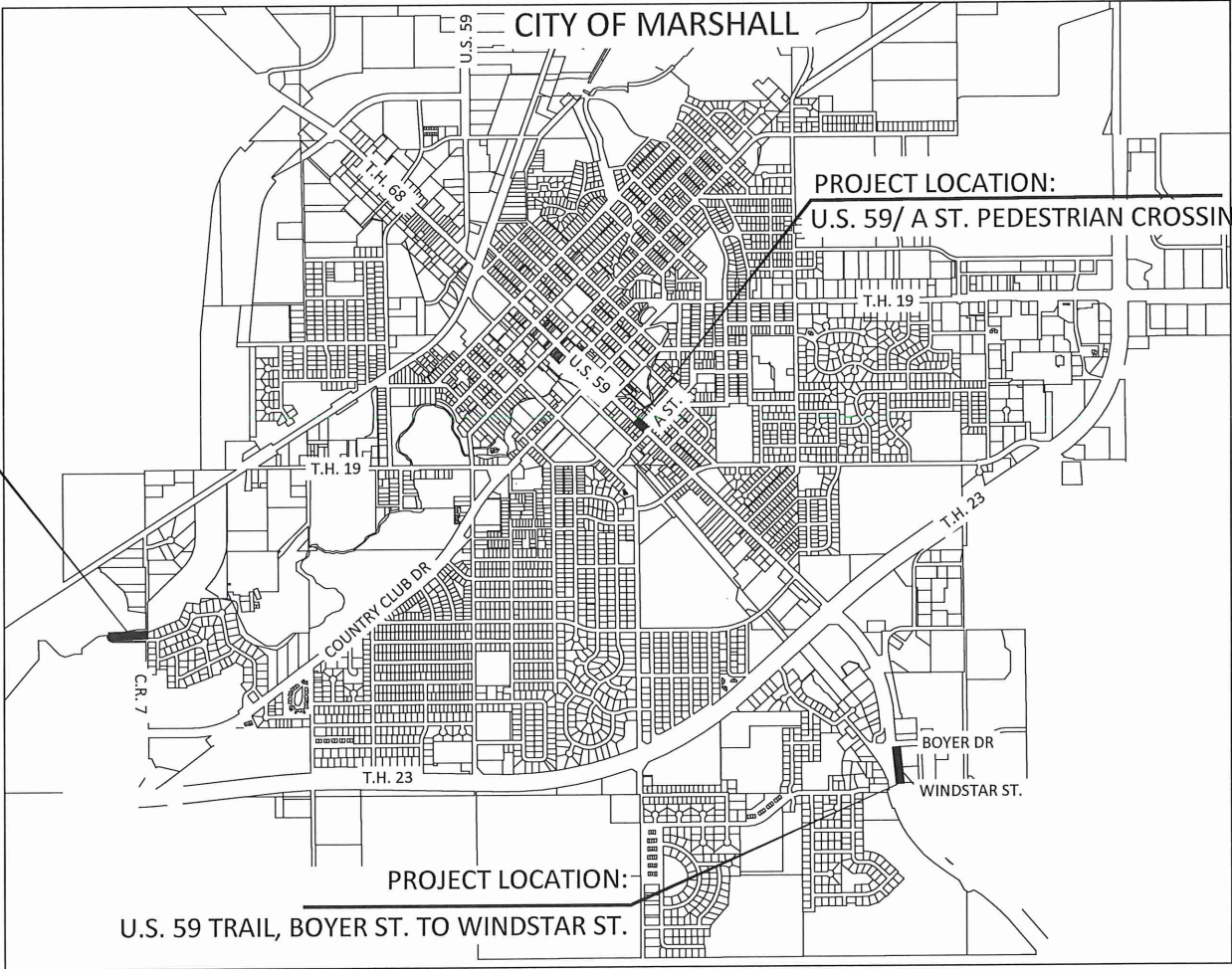
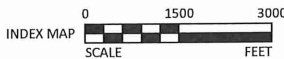
PROJECT LOCATION:  
CAMDEN BIKE TRAIL- REALIGNMENT &  
PEDESTRAIN CROSSING

VICINITY MAP

PROJECT LOCATION



CITY: MARSHALL  
COUNTY: LYON  
DISTRICT: 8



PROJECT LOCATION:  
U.S. 59 TRAIL, BOYER ST. TO WINDSTAR ST.

PROJECT DATUM:  
HORIZONTAL:  
VERTICAL:

RECORD DRAWING INFORMATION

OBSERVER:  
CONTRACTOR:  
DATE:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D UNLESS OTHERWISE NOTED. THIS UTILITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

MINN. PROJ. NO. \_\_\_\_\_

--- GOVERNING SPECIFICATIONS ---  
THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATION FOR CONSTRUCTION" SHALL GOVERN.  
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM AND BE INSTALLED IN ACCORDANCE WITH THE LATEST "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD) AND PART VI, THE LATEST "FIELD MANUAL" FOR TEMPORARY TRAFFIC CONTROL DEVICES.

SHEET NUMBER	SHEET TITLE
1	TITLE SHEET
2	LEGEND
3	STATEMENT OF ESTIMATED QUANTITIES
4	REMOVAL PLAN
XX	TABULATIONS
5 - 11	TYPICAL SECTIONS, DETAILS, & STANDARD PLANS
12 - 22	STORMWATER POLLUTION PREVENTION PLAN
23 - 26	TRAIL PLAN & PROFILE
27 - 28	INTERSECTION DETAILS
XX	TRAFFIC CONTROL PLAN
XX	SIGNAGE & STRIPING PLAN
29 - 35	CROSS SECTIONS

THIS PLAN SET CONTAINS XX SHEETS

60% PLAN SET

ENGINEER NAME, P.E.  
Design Engineer: I hereby certify that this plan was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Date XX/XX/2024 License Number XXXXX

Approved: City of Marshall Engineer Date \_\_\_\_\_

Approved: Lyon County Engineer Date \_\_\_\_\_

District State Aid Engineer:  
Reviewed for compliance with State Aid and Federal Aid Rules/Policy Date \_\_\_\_\_

Approved for State Aid and Federal Aid Funding: State Aid Engineer Date \_\_\_\_\_

CITY OF MARSHALL MINNESOTA  
2024 MARSHALL AT IMPROVEMENTS PROJECT

TITLE SHEET

SHEET  
1

Page 27

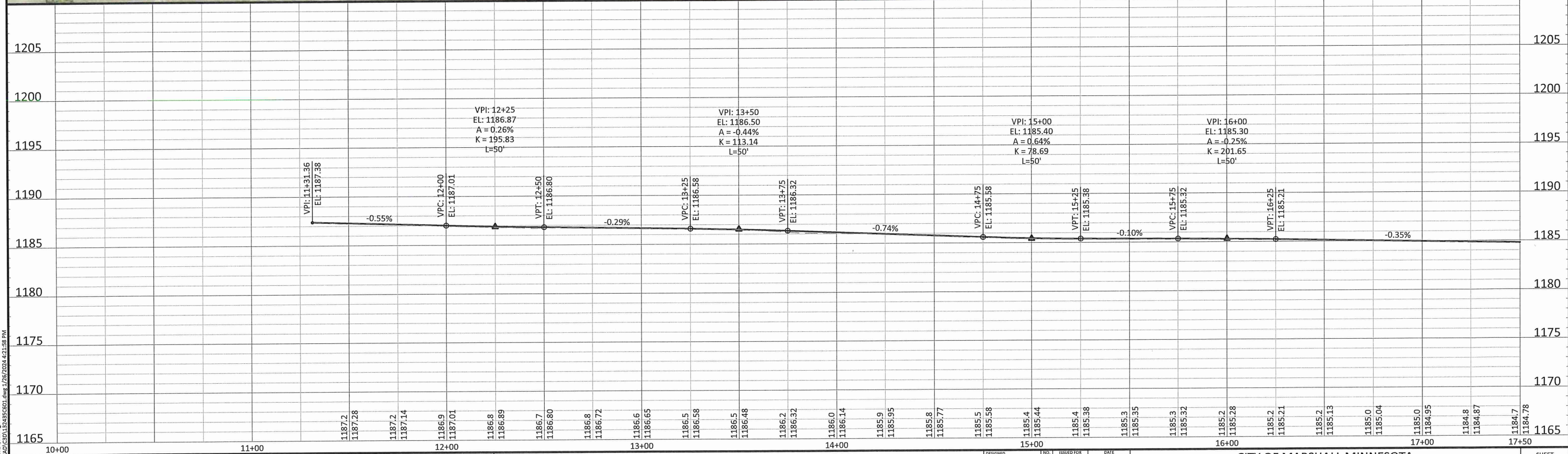
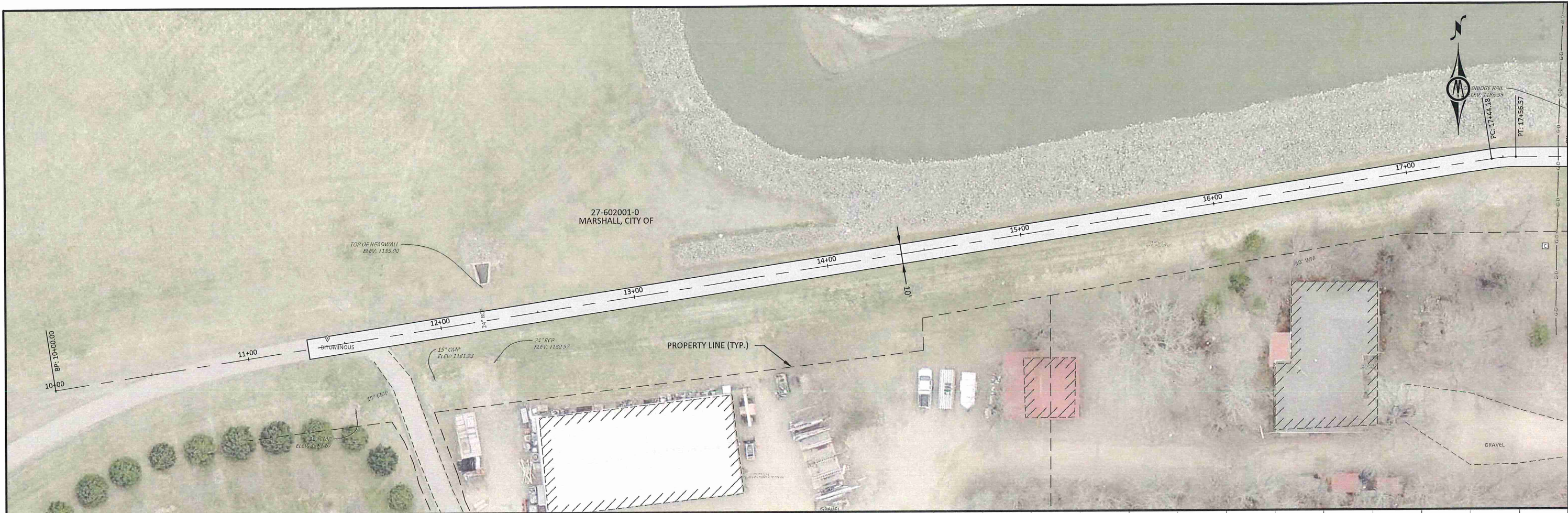


1243 CEDAR STREET NE  
SLEEPY EYE, MINNESOTA 56085  
Phone: (507) 794-5541  
Email: SleepyEye@bolton-menk.com  
www.bolton-menk.com



DESIGNED	NO.	ISSUED FOR	DATE
DRAWN			
CHECKED			
CLIENT PROJ. NO.			
001.132435			





Item 6. 1/26/2024 4:21:58 PM



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
**60% PLAN SET**  
ENGINEER NAME, P.E. XXXXX  
LIC. NO. DATE MM/DD/2024



1243 CEDAR STREET NE  
SLEEPY EYE, MINNESOTA 56085  
Phone: (507) 794-5541  
Email: SleepyEye@bolton-menk.com  
www.bolton-menk.com



DESIGNED	STT	NO.	ISSUED FOR	DATE
DRAWN	GDS			
CHECKED	STT			
CLIENT PROJ. NO.	001132435			

CITY OF MARSHALL MINNESOTA	
2024 MARSHALL AT IMPROVEMENTS PROJECT	
STREET PLAN & PROFILE - COUNTY ROAD 7 (AIRPORT ROAD)	
STA 10+00 - STA 17+50	





Sheet: 24 of 24, All Rights Reserved  
11/14/2024 12:22:01 PM  
C:\Users\jdoyle\OneDrive\Documents\2024\2024 MARSHALL AT IMPROVEMENTS PROJECT\2024 MARSHALL AT IMPROVEMENTS PROJECT.dwg

Item 6.



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
**60% PLAN SET**  
ENGINEER NAME, P.E. XXXXX  
DATE MM/DD/2024



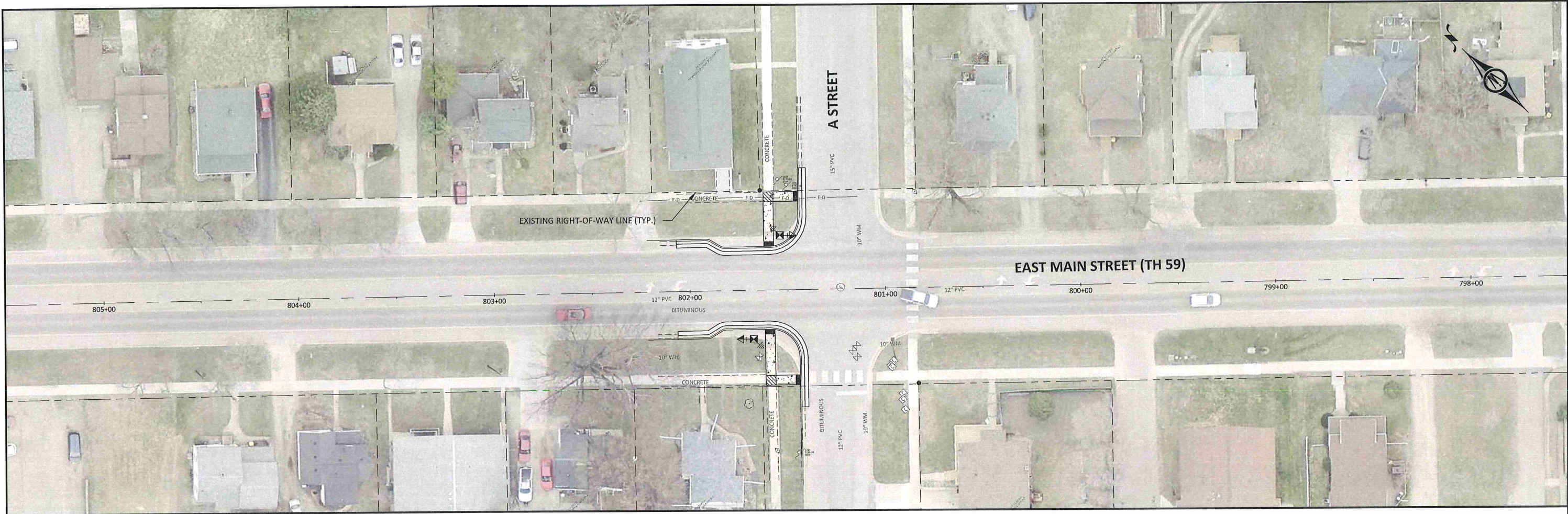
1243 CEDAR STREET NE  
SLEEPY EYE, MINNESOTA 56085  
Phone: (507) 794-5541  
Email: SleepyEye@bolton-menk.com  
www.bolton-menk.com



DESIGNED	STT	NO.	ISSUED FOR	DATE
DRAWN	GDS			
CHECKED	STT			
CLIENT PROJ. NO.	001.132435			

CITY OF MARSHALL MINNESOTA  
2024 MARSHALL AT IMPROVEMENTS PROJECT  
**STREET PLAN & PROFILE - COUNTY ROAD 7 (AIRPORT ROAD)**  
STA 17+50 - STA 25+00





NOTE: SEE INTERSECTION DETAILS FOR CURB PROFILES, PLAN SHEET 28

Item 6.



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

**60% PLAN SET**

ENGINEER NAME, P.E.: XXXXX  
LIC. NO.: \_\_\_\_\_ DATE: MM/DD/2024



1243 CEDAR STREET NE  
SLEEPY EYE, MINNESOTA 56085  
Phone: (507) 794-5541  
Email: SleepyEye@bolton-menk.com  
www.bolton-menk.com



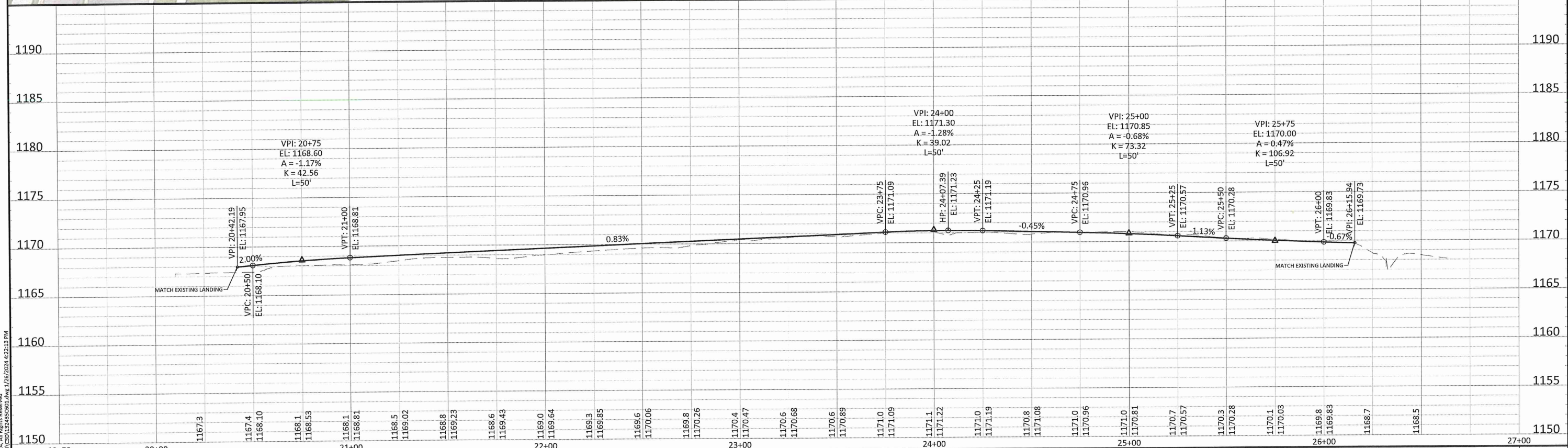
DESIGNED	NO.	ISSUED FOR	DATE
STT			
DRAWN			
GDS			
CHECKED			
STT			
CLIENT PROJ. NO.			
0U1.132435			

CITY OF MARSHALL MINNESOTA
2024 MARSHALL AT IMPROVEMENTS PROJECT
STREET PLAN & PROFILE - A STREET & US HWY 59 (EAST MAIN STREET)
STA 797+50 - STA 805+50

SHEET  
25

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C:\MARSHALL\2024\25\25A\25A.DWG 1/26/2024 4:22:09 PM





0 25 50  
HORIZ. SCALE  
FEET

0 5 10  
VERT. SCALE  
FEET

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

**60% PLAN SET**

ENGINEER NAME, P.E.  
XXXXX

DATE  
MM/DD/2024

**BOLTON & MENK**

1243 CEDAR STREET NE  
SLEEPY EYE, MINNESOTA 56085  
Phone: (507) 794-5541  
Email: SleepyEye@bolton-menk.com  
www.bolton-menk.com

DESIGNED  
DRAWN  
CHECKED  
CLIENT PROJ. NO.

STT  
GDS  
STT  
001.132435

NO.  
ISSUED FOR  
DATE

CITY OF MARSHALL MINNESOTA

2024 MARSHALL AT IMPROVEMENTS PROJECT

**STREET PLAN & PROFILE - US HWY 59 (EAST MAIN STREET)**

STA 19+50 - STA 27+00

SHEET  
26

Page 31

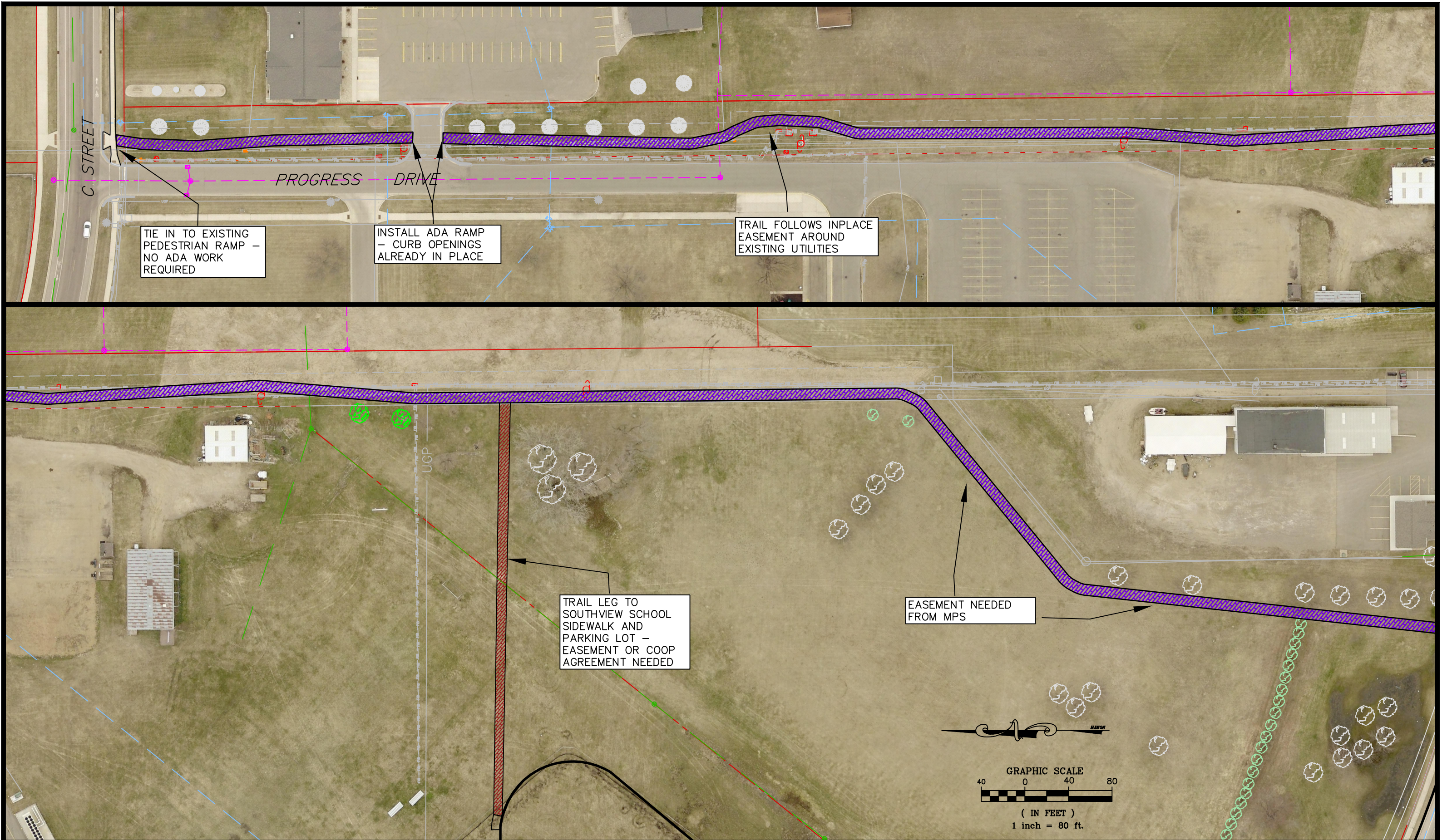
Item 6.




**PI/T COMMITTEE – 02/13/2024**  
**AGENDA ITEM REPORT**

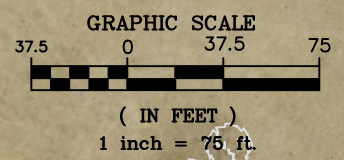
<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project PK-011: C Street/Southview Drive Trail
<b>Background Information:</b>	<p>City staff secured a Transportation Alternatives grant in 2020 in the amount of \$399,528 for the construction of this shared use path. In addition, city engineering staff submitted for Active Transportation grant funds in 2024 with the hope of the AT grant funds covering the remaining local share of the project costs. If an AT grant is not secured, the city's Municipal State Aid Street (MSAS) funds will be used to cover all costs in excess of \$399,528.</p> <p>This project is scheduled in our capital plan for 2025. Because the project is federal, the Engineering Department has a large permitting and process burden to overcome. Numerous steps have already been taken, but we are now looking to finalize our general route and plan for the project so we can finalize design and keep the process moving. Included in the packet is the proposed trail route and general features. City engineering staff will need to procure some easements from various property owners and work through some utility adjustments.</p>
<b>Fiscal Impact:</b>	
<b>Alternative/ Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Approval of the proposed route and general design considerations for this project.





DESIGNED BY: JRL	DATE	REVISIONS	INIT.	 <b>MARSHALL</b>	ENGINEERING DEPARTMENT 344 WEST MAIN STREET MARSHALL, MINNESOTA 56258	C STREET/SOUTHVIEW TRAIL	I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  DATE: _____ LICENSE NO. 53322	CITY PROJECT NO. PK-01	DATE 02/01/2024	
DRAWN BY: JRL									STATE AID PROJECT NO.	SHEET
Item 7.								PROPOSED ALIGNMENT		Page 33
SCALE: 1"=80'										





PROPOSED ALIGNMENT SAVES ALL TREES AND HEDGE LINE

TIE IN TO EXISTING PEDESTRIAN RAMP — NO ADA WORK REQUIRED

REPLACE PEDESTRIAN RAMP TO ACCOMMODATE 10FT TRAIL

LANDSCAPING OF CHURCH SIGN DUE TO PROXIMITY OF TRAIL

REPLACE DRIVEWAY

REPLACE DRIVEWAY

STREET LIGHT MOVED NORTHEAST TO GRASS BLVD

REPLACE DRIVEWAY

REPLACE DRIVEWAY

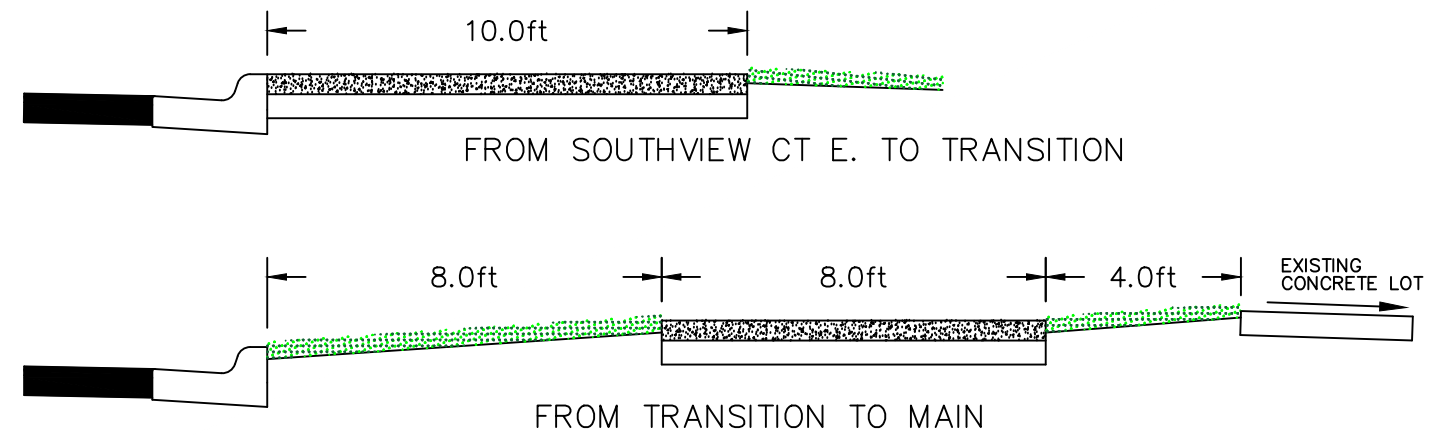
REPLACE DRIVEWAY

REMOVE TREE

TRAIL ALIGNMENT AVOIDS SEVERAL MMU & MNDOT PEDISTALS



### TYPICAL SECTIONS ALONG SOUTHVIEW DR



DESIGNED BY: JRL	DATE	REVISIONS	INIT.
DRAWN BY: JRL			
Item 7.			
SCALE: 1"=75'			

  
**MARSHALL**

ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

SOUTHVIEW TRAIL
PROPOSED ALIGNMENT

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: \_\_\_\_\_ LICENSE NO. 53322

CITY PROJECT NO. PK-011	DATE 02/01/2024
STATE AID PROJECT NO.	SHEET Page 34



**PI/T – 02/13/2024**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project ST-007: UCAP Bus Shelter Project
<b>Background Information:</b>	<p>Community Transit of United Community Action Partnership (UCAP Transit) has been awarded a grant project that totals \$207,000, including grant dollars and local match. UCAP Transit approached City staff in 2021 regarding the engineering and construction administration of this project.</p> <p>This project includes the installation of bus shelters and ADA sidewalk improvements at various locations as follows: Camden Drive/Riverview Apartments, Freedom Park/Dogwood Ave, Susan Drive/Baseline Road, N 4<sup>th</sup> Street/Darlene Drive (maps attached). Most of the improvements will be located in City right-of-way.</p> <p>UCAP Transit will be responsible for all capital outlay for this project, and the City will serve as the project sponsor for the grant and the engineer of record for the project.</p> <p>A Memorandum of Understanding between UCAP Transit and the City of Marshall will be executed at a future City Council meeting and prior to advertisement for bids. A draft of the MOU is attached.</p> <p>This project is similar to the UCAP Transit Bus Shelter project (Z52) that the City administered on behalf of UCAP Transit in 2020 where shelters and associated sidewalk improvements were installed at N 4<sup>th</sup> Street/Redwood, S 4<sup>th</sup> Street/Stephen, and Birch Street near Village Drive.</p>
<b>Fiscal Impact:</b>	The project's grant match will be provided by UCAP Transit. There is no direct cost to the City of Marshall. The City's contribution is the professional staff hours required to create, administer, and deliver the construction project for UCAP Transit. The City will charge the cost of engineering and administering the project to UCAP in the amount of 16% of project costs, estimated at \$33,120.
<b>Alternative/Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Approve of the project design and authorize city staff to bring forward for City Council consideration.

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
COMMUNITY TRANSIT OF UNITED COMMUNITY ACTION PARTNERSHIP  
AND  
CITY OF MARSHALL**

THIS AGREEMENT, is made on \_\_\_\_\_, 2024 (“Effective Date”) by and between **Community Transit of United Community Action Partnership (“UCAP”)**, ADDRESS, and the **City of Marshall**, 344 West Main St. Marshall, MN 56258, (the “City”), collectively referred to as “the Parties”, represents a mutual understanding between the parties.

WHEREAS, UCAP has been awarded grant funds under the Minnesota Department of Transportation Large Capital Grant Program; and

WHEREAS, These funds will be utilized to fund Project ST-007: UCAP Bus Shelter Construction Project (“the Project”), for purposes to improve the accessibility and safety of pedestrians who ride public transportation and wait at route stops in the City of Marshall; and

WHEREAS, Reconstruction and extension of sidewalks to and from established bus stops will be created to meet ADA standards and passenger shelters will be installed to improve safety for passengers waiting for the bus; and

WHEREAS, An application requesting \$207,000 was awarded where the breakdown is 80 percent State/20 percent Local Share of eligible items; and

WHEREAS, the project will benefit the public in the City by making public transportation more accessible and safe; and

WHEREAS, City engineering staff has expertise in planning these types of improvements.

NOW THEREFORE, IT IS MUTUALLY AGREED THAT:

**RESPONSIBILITIES OF PARTIES**

- 1) UCAP will be responsible for the following:
  - a. Will provide local financial support of 20% of the project’s total cost, not to exceed \$207,000 without requiring further consent and agreement from UCAP.
  - b. Will enter a grant agreement with MNDOT.
  - c. Will administer funds and supply payments for project.
  - d. Will serve as the responsible party that contracts with the contractor for construction of the improvements.
  - e. Will provide public involvement of the project through public meetings and solicitation of comments.
  - f. Will pay City of Marshall for engineering services within fourteen (14) days of receiving invoice from City. Engineering costs will be calculated as 16% of the final construction cost for the project. Costs are estimated at \$33,120, based on a \$207,000 construction contract.
  - g. Will be responsible for snow removal, maintenance, and general accessibility of the bus shelter areas.

- 2) The City of Marshall will be responsible for engineering services for the project identified as the



Project above.

- a. Will provide engineering design, project inspection, and general project administration of the construction of sidewalks, curbs, installation of shelters, and other safety features identified in the project.
- b. Will facilitate a construction contract between UCAP and the Contractor and initiate a notice to proceed on the project.
- c. Will generate project pay requests to identify construction project payment amounts owed to the contractor and submit pay requests monthly and in a timely manner for UCAP processing and payment.
- d. Will invoice UCAP for engineering services, in a lump sum amount, and estimated at \$33,120, upon project substantial completion. Substantial completion is defined as October 4, 2024.

## **TERM OF AGREEMENT**

This agreement shall remain in effect from the Effective Date until completion of the project and final billing of UCAP by the City or until either party provides written notice to the other of its intention to cancel.

## **AMENDMENT**

This Agreement may be amended or modified as mutually agreed upon by the Parties.

## **GENERAL PROVISIONS**

The Parties acknowledge and understand that they must be able to fulfill their responsibilities under this this Agreement in accordance with the provisions of the law and regulations that govern their activities.

If at any time either Party is unable to perform their duties or responsibilities under this Agreement consistent with such Party's statutory and regulatory mandates, the affected Party shall either (i) immediately provide written notice to the other Party to establish a date for resolution of the matter; or (ii) if no resolution is possible, then provide notice of termination as provided in this this Agreement.

## **NOTICE**

Any notice or communication required or permitted under this this Agreement shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth in the opening paragraph or to such address as one may have furnished to the other in writing.

## **GOVERNING LAW**

This Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota.

## **SEVERABILITY CLAUSE**

In the event that any provision of this this Agreement shall be deemed to be severable or invalid, and if any term, condition, phrase or portion of this Agreement shall be determined to be unlawful or otherwise unenforceable, the remainder of this Agreement shall remain in full force and effect, so long as the clause

severed does not affect the intent of the Parties. If a court should find that any provision of this Agreement to be invalid or unenforceable, but that by limiting said provision it would become valid and enforceable, said provision shall be deemed to be written, construed and enforced as so limited.

**ASSIGNMENT**

Neither Party to this Agreement may assign or transfer the responsibilities or agreement made herein.

**DATA PRACTICES**

The Parties understand that the City is a public entity subject to Data Practices laws and that the Parties must comply with those laws.

**ENTIRE UNDERSTANDING**

This Agreement supersedes the Memorandum of Understanding executed by UCAP on 01/19/2022 and the City of Marshall on 11/23/2021.

IN WITNESS WHEREOF, the parties have caused this agreement to be duly executed intending to be bound thereby.

Executed on \_\_\_\_\_

Executed on \_\_\_\_\_

\_\_\_\_\_  
Deb Brandt, Executive Director  
United Community Action Partnership

\_\_\_\_\_  
Robert J. Byrnes, Mayor  
City of Marshall

Attested to by:

\_\_\_\_\_  
City Clerk



LEGEND	
EXISTING GAS LINE	
EXISTING FIBER LINE	
EXISTING UNDERGROUND POWER	
EXISTING STREET LIGHT	
EXISTING CATCH BASIN	
EXISTING STORM MANHOLE	
EXISTING SANITARY MANHOLE	
EXISTING WATER VALVE	
TRUNCATED DOMES	
PROPOSED CURB & GUTTER	
LANDING AREA (4' x 4' MIN. DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS)	
PEDESTRIAN RAMP (SLOPE SHALL BE BETWEEN 5.0% MIN. AND 8.3% MAX. IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%)	
BITUMINOUS PATCHING	
SIDEWALK EASEMENT	

**SPECIFICATION REFERENCE**

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND THE SUPPLEMENTAL "SPECIFICATIONS" DATED SEPTEMBER 2022 SHALL GOVERN

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

THE CITY OF MARSHALL STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

**DESIGN DATA**

DESIGN SPEED 30 MPH

STOPPING SIGHT DISTANCE BASED ON  
3.5' HEIGHT OF EYE  
0.5' HEIGHT OF OBJECT

**SCALES**

PLAN	20
PROFILE	N/A
INDEX MAP	1"=100'

DISCLAIMER: AERIAL IMAGERY SHOWN ON REMOVAL AND PLAN SHEETS ARE FOR REFERENCE PURPOSES ONLY. IMAGERY SHOWN MAY NOT MATCH SURVEY DATA.

# State Of Minnesota

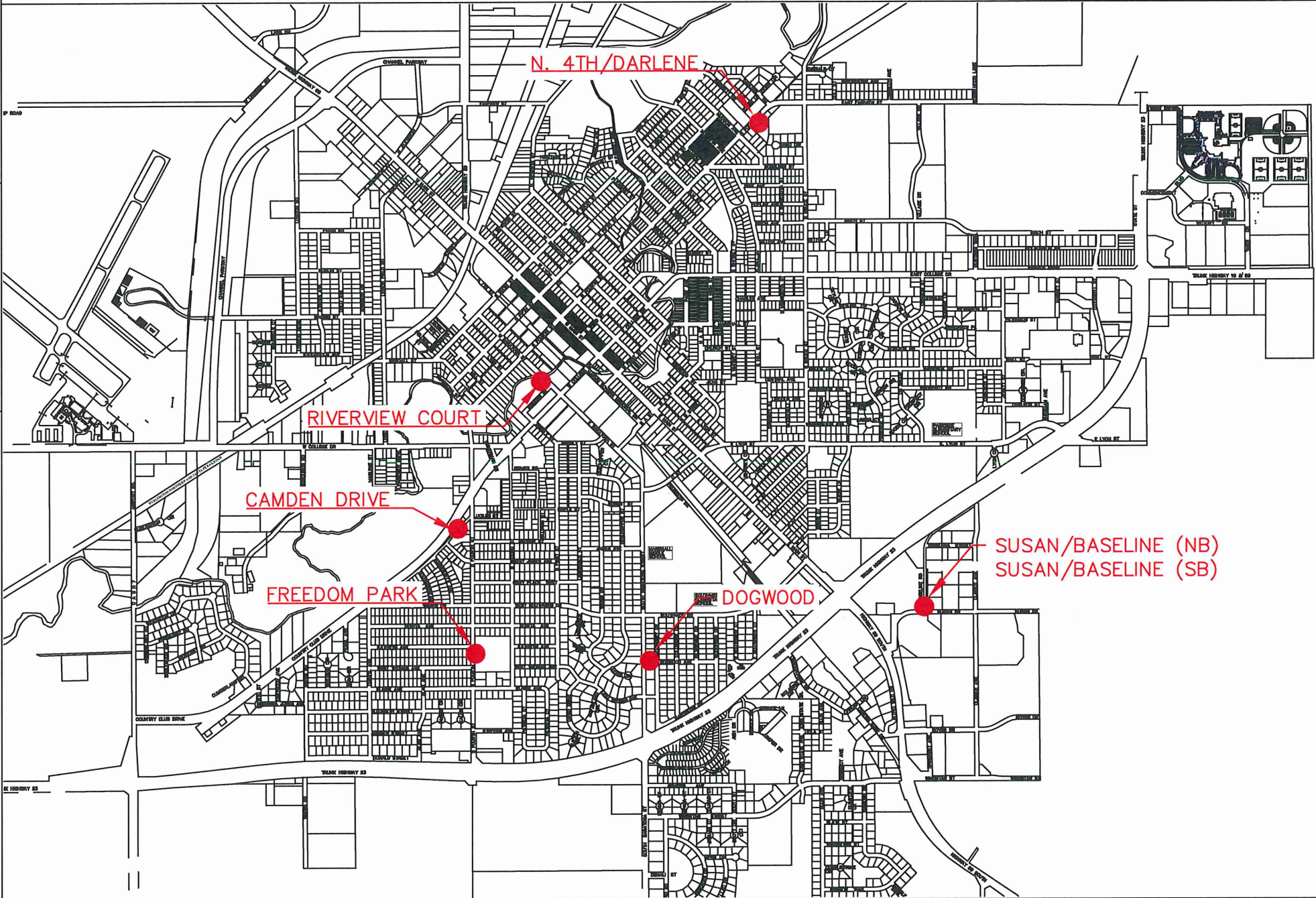
## City of Marshall, Minnesota

### Project Number ST-007

Construction Plans for Sidewalk, Curb and Gutter, Bus Stop Construction, and Miscellaneous Work

#### UCAP Bus Shelter Construction Project

Various Locations in Sections 3, 4, 5, 9, and 10  
T111N, R41W



SHEET NO.	DESCRIPTION
1	Title Sheet
2	Estimated Quantities
3	Construction Notes
4	Typical Sections and Details
5	SWPPP Details
6	Traffic Control Sheet
7	Plan Sheets Camden & Riverview
8	Plan Sheets Freedom & Dogwood
9	Plan Sheets Susan & North 4th
10-15	Pedestrian Curb Ramp Details
16-19	Driveway and Sidewalk Details
20	Baseline Easement

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSE PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

APPROVED: CITY ENGINEER, MARSHALL MINNESOTA DATE: 11/9/2022  
REG NO 53322

APPROVED: TRANSPORTATION DIRECTOR, UCAP DATE:

DESIGNED BY: G.J.S.  
DRAWN BY: G.J.S.  
Item 8. J.R.A.  
SCALE: 1"=100'

DATE	REVISIONS	INIT.



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

UCAP BUS SHELTER CONSTRUCTION PROJECT

TITLE SHEET

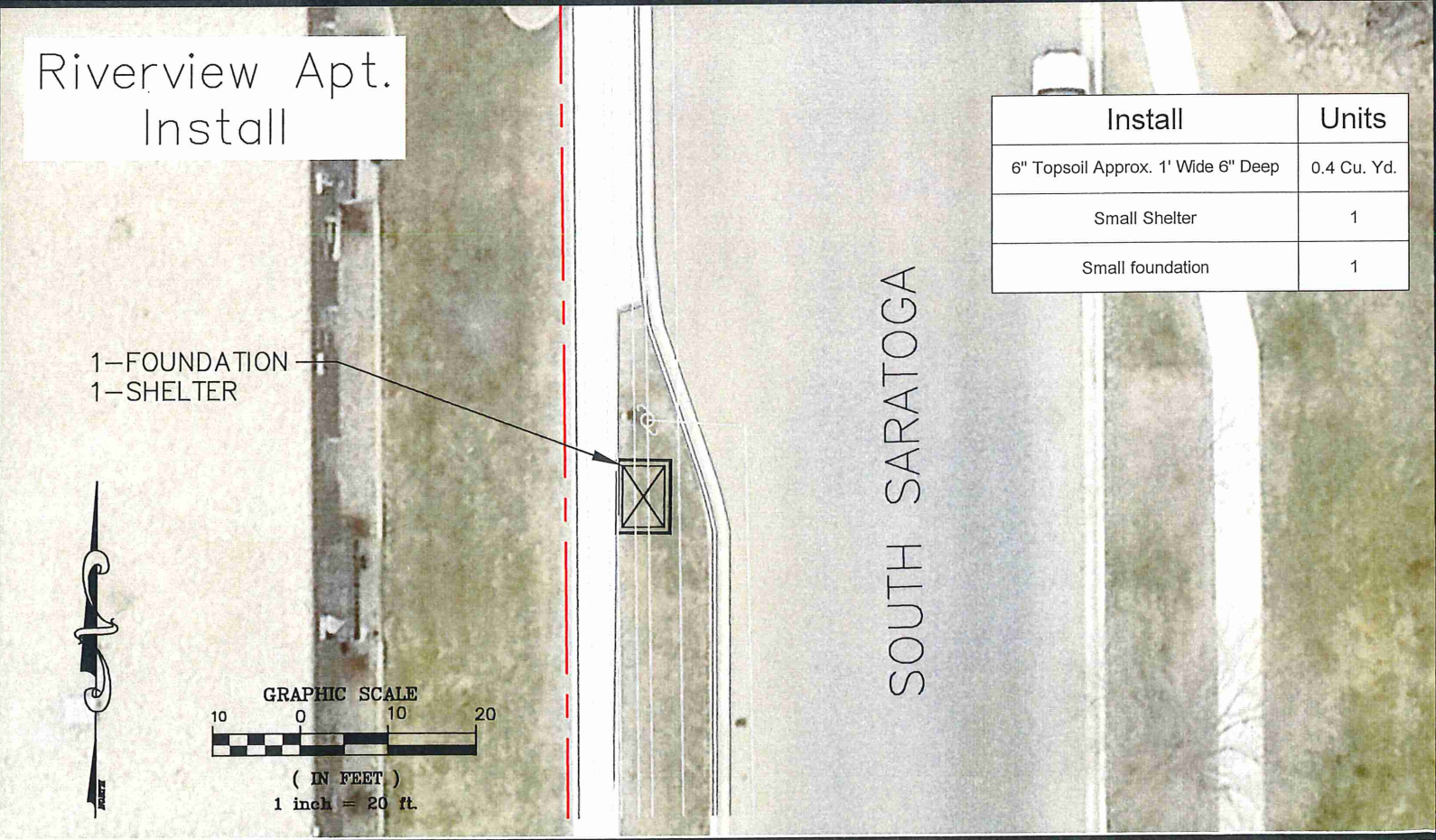
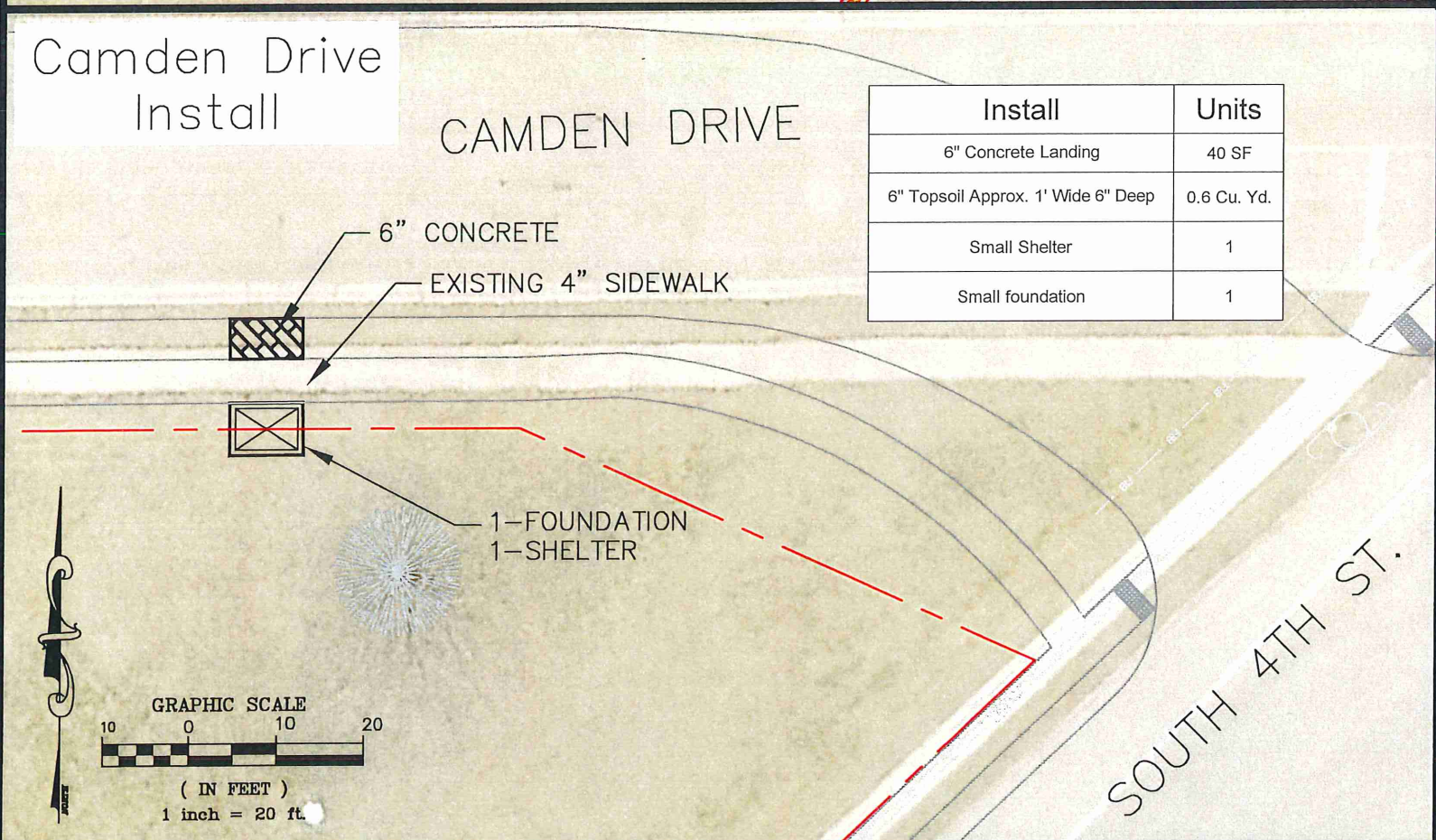
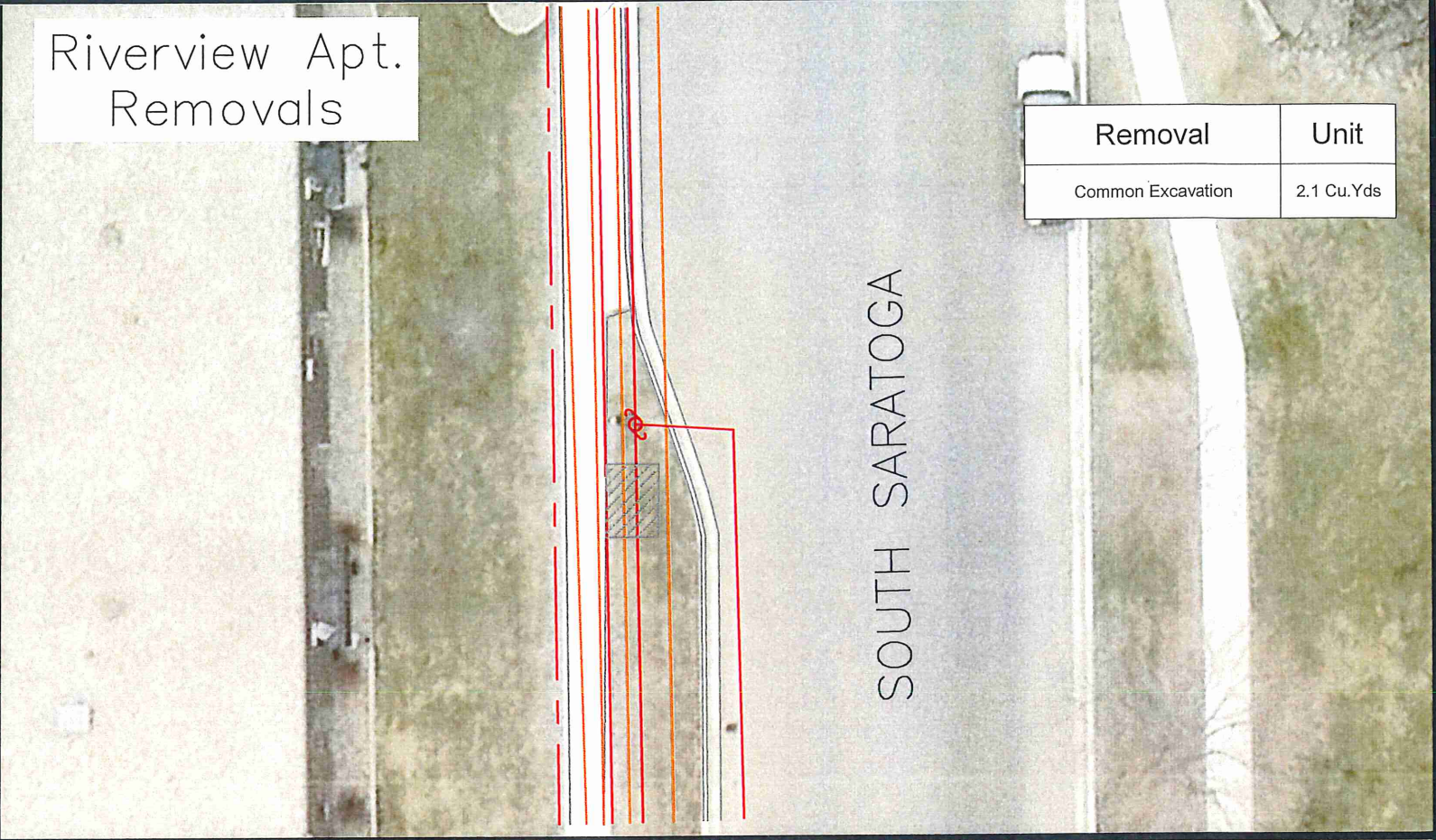
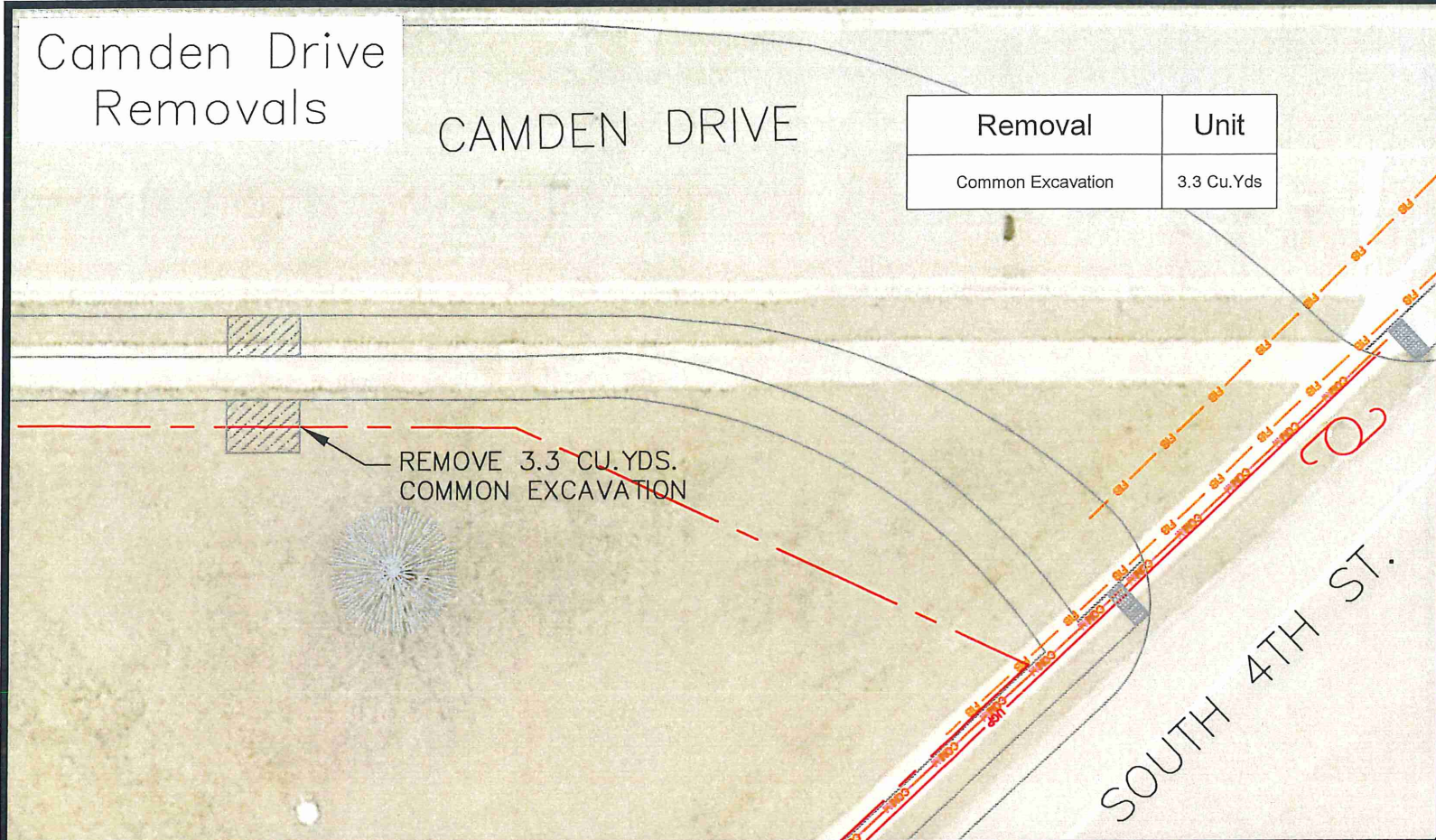
CITY PROJECT NO.  
ST-007

STATE AID PROJECT NO.

DATE  
11/9/2022

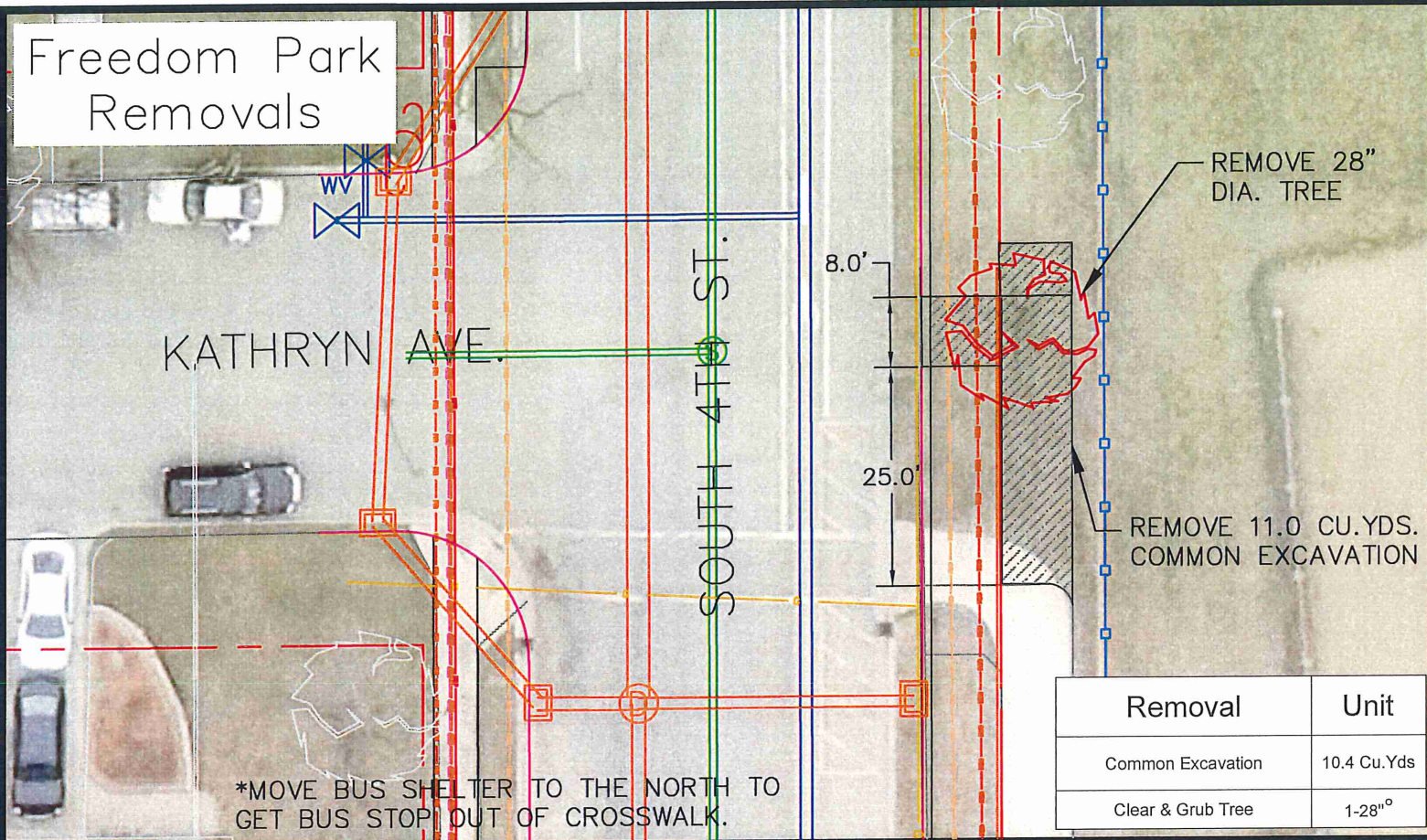
SHEET NO.  
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Page 39





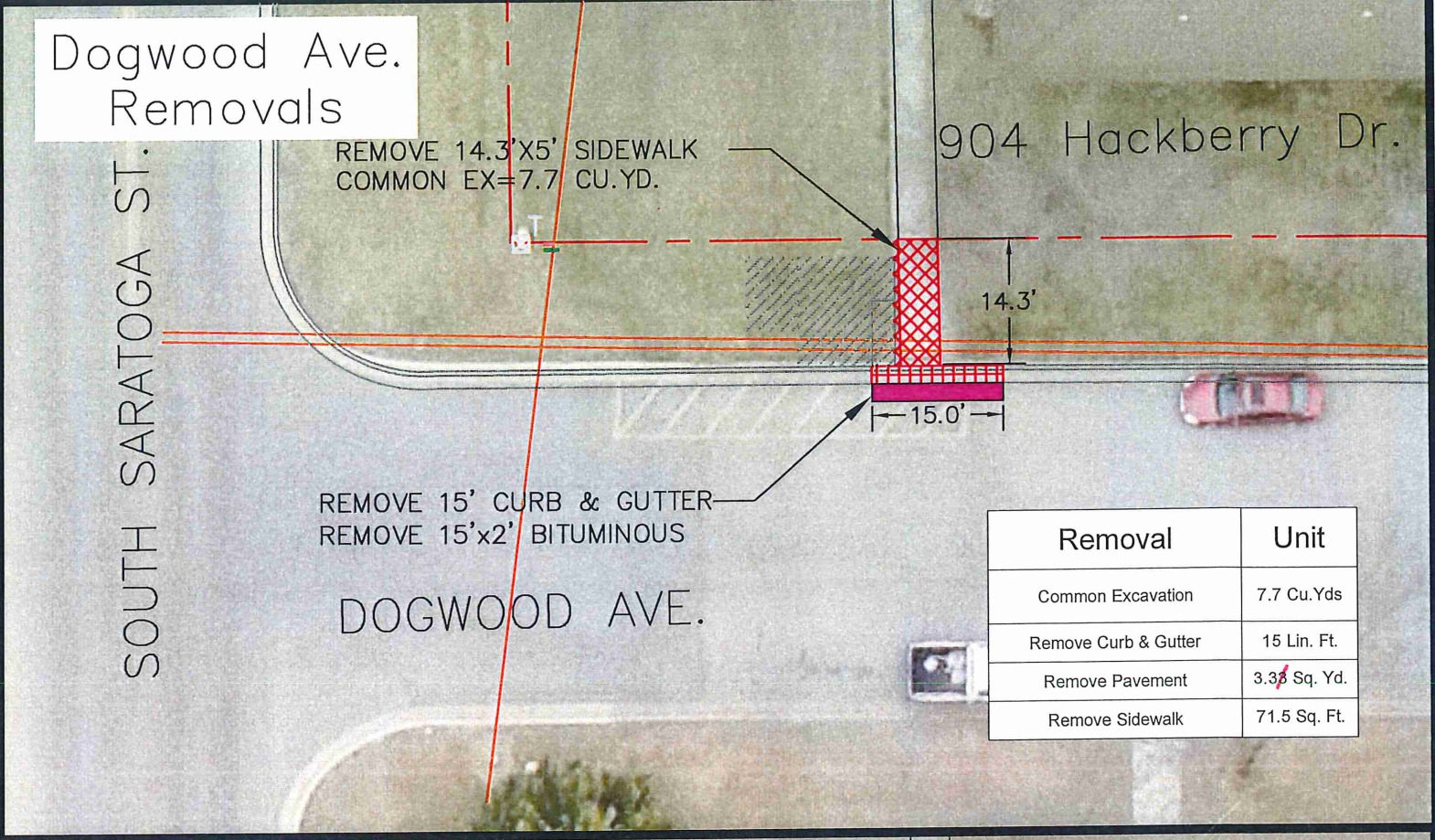


# Freedom Park Removals



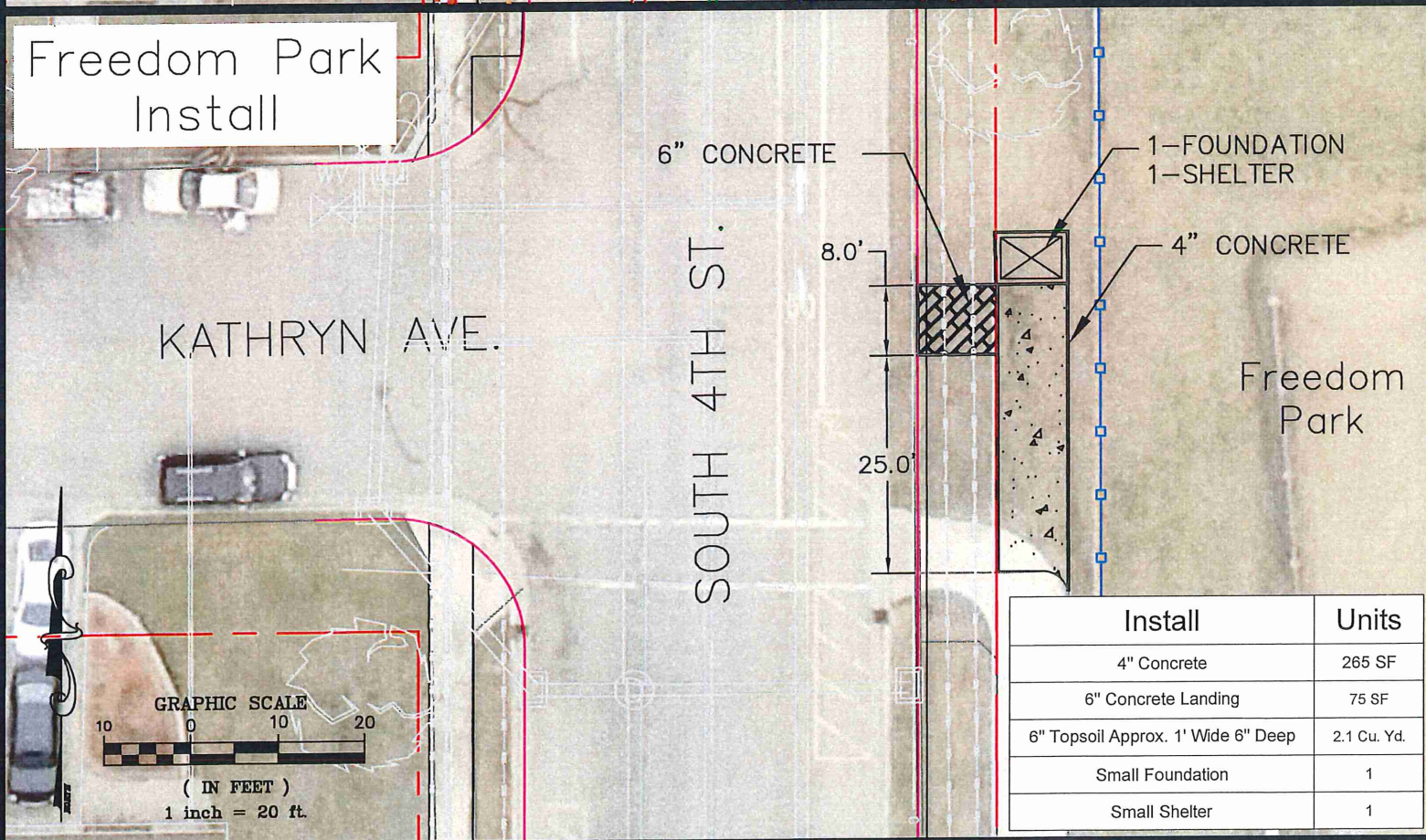
Removal	Unit
Common Excavation	10.4 Cu.Yds
Clear & Grub Tree	1-28"

# Dogwood Ave. Removals



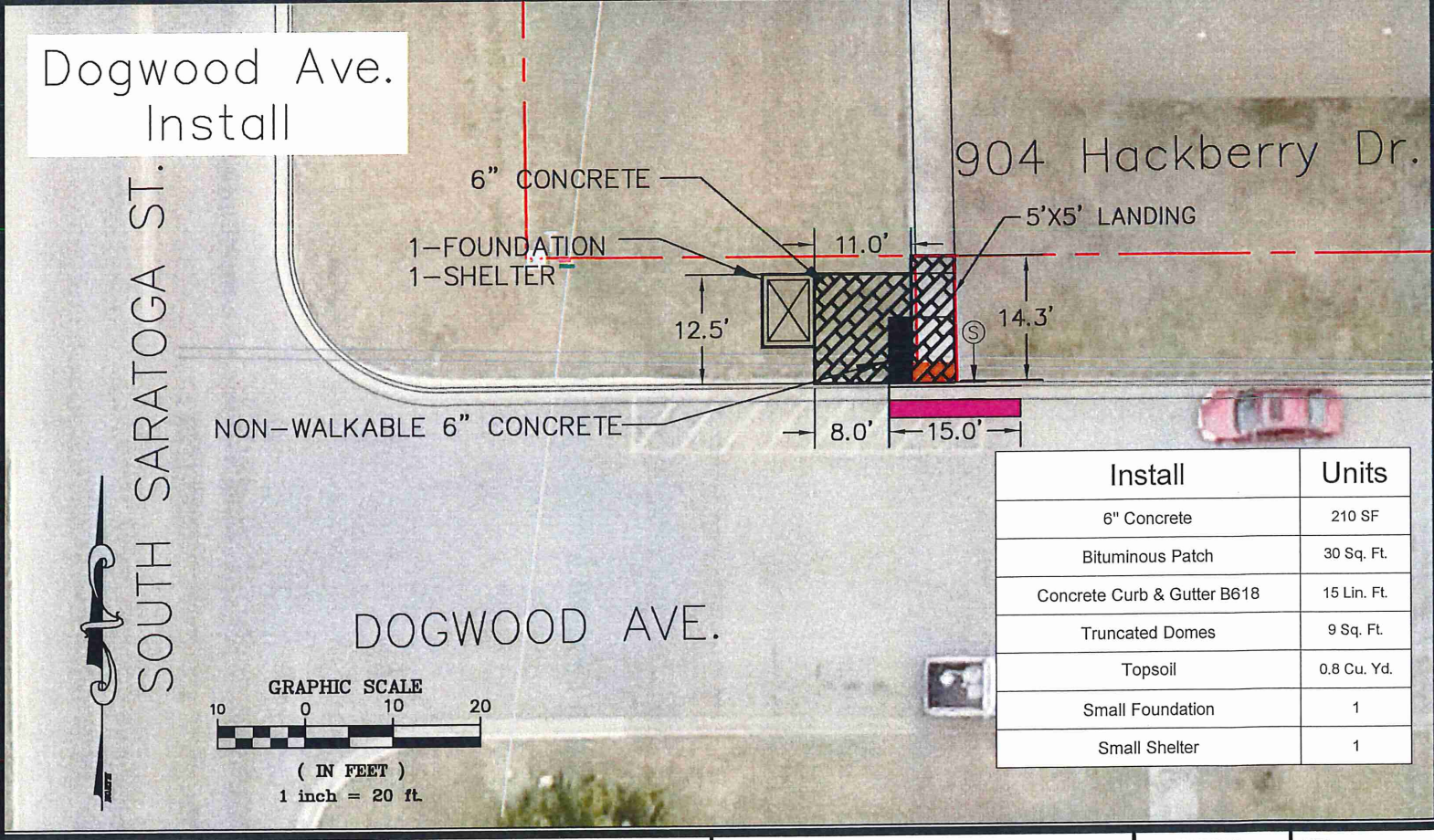
Removal	Unit
Common Excavation	7.7 Cu.Yds
Remove Curb & Gutter	15 Lin. Ft.
Remove Pavement	3.38 Sq. Yd.
Remove Sidewalk	71.5 Sq. Ft.

# Freedom Park Install



Install	Units
4" Concrete	265 SF
6" Concrete Landing	75 SF
6" Topsoil Approx. 1' Wide 6" Deep	2.1 Cu. Yd.
Small Foundation	1
Small Shelter	1

# Dogwood Ave. Install



Install	Units
6" Concrete	210 SF
Bituminous Patch	30 Sq. Ft.
Concrete Curb & Gutter B618	15 Lin. Ft.
Truncated Domes	9 Sq. Ft.
Topsoil	0.8 Cu. Yd.
Small Foundation	1
Small Shelter	1

DESIGNED BY: G.J.S.	DATE	REVISIONS	INIT.
Item 8. G.J.S.			
J.R.A.			
SCALE: 20			



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

UCAP BUS SHELTER PROJECT  
FREEDOM PARK & DOGWOOD AVE.

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
DATE: LICENSE NO. 53322

CITY PROJECT NO. ST-007  
STATE AID PROJECT NO. SH  
DATE 11/9/2022  
Page 41



## Susan & Baseline Removal

REMOVE 6.6 CU.YDS.  
COMMON EXCAVATION

REMOVE 2-12"  
DIA. TREE

REMOVE 90 SQ. FT.  
SIDEWALK

REMOVE 4.1 CU.YDS.  
COMMON EXCAVATION

Removal	Unit
Common Excavation East	4.1 Cu.Yds
Remove Sidewalk East	90 Sq. Ft.
Clear & Grub Tree West	2-12" <sup>o</sup>
Common Excavation West	9.1 Cu.Yds

## North 4th Removals

NORTH 4TH STREET

Removal	Unit
Common Excavation	6.6 Cu.Yds
Remove Sidewalk	175 Sq. Ft.

REMOVE 6.6 CU.YDS.  
COMMON EXCAVATION

\*DEPRESS SIDEWALK SO LANDING WILL BE  
LESS STEEP.

## Susan & Baseline Install

1-FOUNDATION  
1-SHELTER

6" CONCRETE

1-FOUNDATION  
1-SHELTER

4" SIDEWALK

Install	Units
4" Concrete Sidewalk East	90 Sq. Ft.
6" Concrete Walk East	33 Sq. Ft.
Topsoil East	1 Cu. Yd.
Small Foundation East	1
Small Shelter East	1
4" Concrete Sidewalk West	185 Sq. Ft.
6" Concrete Walk West	80 Sq. Ft.
Topsoil West	2 Cu. Yd.
Small Foundation West	1
Small Shelter West	1

## North 4th Install

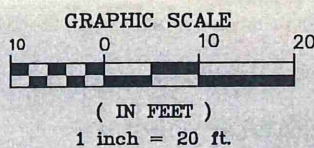
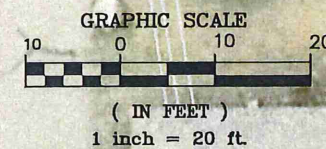
NORTH 4TH STREET

Install	Units
Topsoil	1.5 Cu. Yd.
4" Concrete Sidewalk	175 Sq. Ft.
6" Concrete Walk	77 Sq. Ft.
Small Foundation	1
Small Shelter	1

6" CONCRETE

1-FOUNDATION  
1-SHELTER

4" CONCRETE



DESIGNED BY: G.J.S.  
DRAWN BY: G.J.S.  
Item 8. J.R.A.  
SCALE: 20

DATE	REVISIONS	INIT.



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

UCAP BUS SHELTER PROJECT

SUSAN, BASELINE & NORTH 4TH

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION  
OR REPORT WAS PREPARED BY ME OR UNDER MY  
DIRECT SUPERVISION AND THAT I AM A DULY  
LICENSED ENGINEER UNDER THE LAWS OF THE STATE  
OF MINNESOTA.  
DATE: \_\_\_\_\_ LICENSE NO. 53322

CITY PROJECT NO.  
ST-007  
DATE  
11/9/2022  
STATE AID PROJECT NO.  
SHE  
Page 42



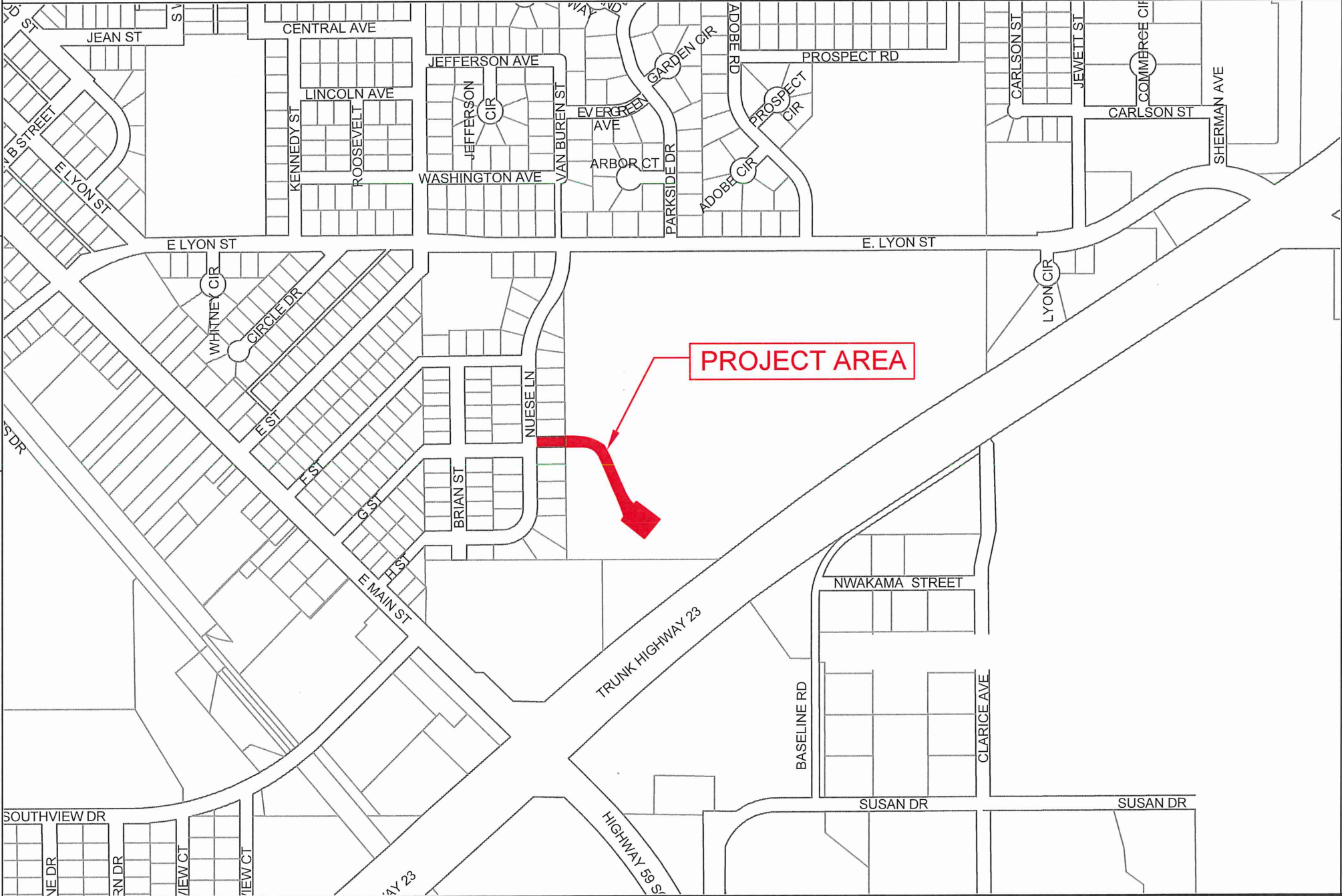
**PI/T COMMITTEE – 02/13/2024**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project PK-015: Independence Park Parking Lot
<b>Background Information:</b>	<p>The 2024 capital budget includes \$130,000 in funding allocated toward Independence Park “back” parking lot paving.</p> <p>City Street Department staff has taken core samples of the existing gravel depth and determined the depth to be approximately 8 inches. The majority of the material is old street milling material that was hauled in and placed. The millings do not meet a specific standard and would not be considered a consistent or quality base material.</p> <p>City Engineering Department staff has created some cost estimates and construction options for the PI/T Committee to consider. All options are in excess of the \$130,000 included in the capital budget.</p> <p>Four options for a project were created, two include concrete and two include bituminous surfacing. Two of the options include the full “subcut” and two of the options do not. All options include curb and gutter and, therefore, storm sewer. Parks staff believes this is critical to ensure that vehicular traffic stays on the paved surface and doesn’t enter the park.</p> <p>Engineering staff would recommend a full “subcut” to ensure a quality base and give the project the best opportunity for success, but a decision could be made to build on top of the existing material to save costs.</p> <p>City Parks and Engineering staff will both be present at the meeting to discuss any options and opportunities available for consideration for this parking lot.</p>
<b>Fiscal Impact:</b>	Costs for the four options varies from \$195,000 to \$264,000.
<b>Alternative/ Variations:</b>	
<b>Recommendations:</b>	Recommendation to follow conversation with PI/T Committee.

State Of Minnesota  
City of Marshall, Minnesota  
Project Number PK-015

Construction Plans for Reconstruction, Excavation, Graveling, Bituminous/Concrete Surfacing, and Misc. Work for

INDEPENDENCE PARKING LOT & ENTRANCE ROAD RECONSTRUCTION  
1200 East Lyon Street, Parking Lot is Located East of the intersection of Nuese Lane &  
G Street SECTION 10 T111N, R41W



LEGEND

ALIGNMENT STATIONS	_____
EXISTING GAS LINE	_____
EXISTING COMMUNICATION LINE	_____
EXISTING FIBER LINE	— FIB — FIB —
EXISTING UNDERGROUND POWER	— UGP — UGP —
EXISTING STREET LIGHT	⦿
EXISTING CATCH BASIN	□
EXISTNG STORM MANHOLE	⊙
EXISTING SANITARY MANHOLE	⊙
EXISTING HYDRANT	⦿
EXISTING WATER VALVE	⦿
NEW CATCH BASIN	□
NEW HYDRANT	⦿
NEW WATER VALVE	⦿
NEW SANITARY MANHOLE	⊙
NEW STORM MANHOLE	⊙
BENCHMARK TOP NUT HYDRANT	⦿

SPECIFICATION REFERENCE

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
"STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND THE SUPPLEMENTAL  
SPECIFICATIONS DATED SEPTEMBER 2022 SHALL GOVERN

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST  
EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC  
CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR  
TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

THE CITY OF MARSHALL STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

PROJECT AREA

AREA INDEPENDENCE LOT	27,168	SQ.FT.	N/A	MILES
TOTAL NET AREA	27,168	SQ.FT.	N/A	MILES

SCALES

PLAN	1"=40'
PROFILE	1"=5'
INDEX MAP	1"=100'
GENERAL LAYOUT	1"=40'

INDEX

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Estimated Quantity Sheet
3	Removal Sheet
4	Grading/Joining Sheet
5	Striping/Curb & Gutter Sheet

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY  
DIRECT SUPERVISION AND THAT I AM A DULY LICENSE PROFESSIONAL  
ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

APPROVED: CITY ENGINEER, MARSHALL MINNESOTA DATE  
REG NO 53322

DESIGNED BY: GJS  
DRAWN BY: GJS  
Item 9. RA  
SCALE: N/A

DATE	REVISIONS	INIT.



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

INDEPENDENCE PARKING LOT

TITLE SHEET

CITY PROJECT NO.  
PK-015

DATE  
03/01/2024

STATE AID PROJECT NO.

SHEET NO.  
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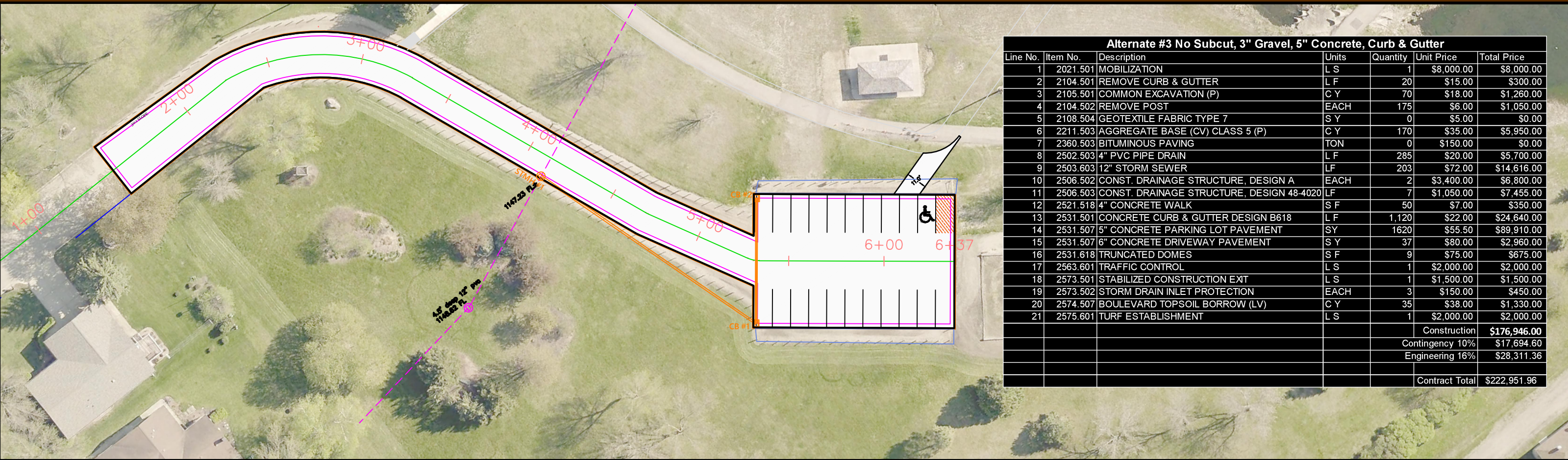


Alternate #1 Full Subcut, 12" Gravel, 4" Bituminous, Curb & Gutter						
Line No.	Item No.	Description	Units	Quantity	Unit Price	Total Price
1	2021.501	MOBILIZATION	L S	1	\$8,000.00	\$8,000.00
2	2104.501	REMOVE CURB & GUTTER	L F	20	\$15.00	\$300.00
3	2105.501	COMMON EXCAVATION (P)	C Y	930	\$18.00	\$16,740.00
4	2104.502	REMOVE POST	EACH	175	\$6.00	\$1,050.00
5	2108.504	GEOTEXTILE FABRIC TYPE 7	S Y	1,950	\$5.00	\$9,750.00
6	2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	C Y	650	\$35.00	\$22,750.00
7	2360.503	BITUMINOUS PAVING	TON	395	\$150.00	\$59,250.00
8	2502.503	4" PVC PIPE DRAIN	L F	285	\$20.00	\$5,700.00
9	2503.603	12" STORM SEWER	LF	203	\$72.00	\$14,616.00
10	2506.502	CONST. DRAINAGE STRUCTURE, DESIGN A	EACH	2	\$3,400.00	\$6,800.00
11	2506.503	CONST. DRAINAGE STRUCTURE, DESIGN 48-4020	LF	7	\$1,050.00	\$7,455.00
12	2521.518	4" CONCRETE WALK	S F	50	\$7.00	\$350.00
13	2531.501	CONCRETE CURB & GUTTER DESIGN B618	L F	1,120	\$22.00	\$24,640.00
14	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	S Y	37	\$80.00	\$2,960.00
15	2531.618	TRUNCATED DOMES	S F	9	\$75.00	\$675.00
16	2563.601	TRAFFIC CONTROL	L S	1	\$2,000.00	\$2,000.00
17	2573.501	STABILIZED CONSTRUCTION EXIT	L S	1	\$1,500.00	\$1,500.00
18	2573.502	STORM DRAIN INLET PROTECTION	EACH	3	\$150.00	\$450.00
19	2574.507	BOULEVARD TOPSOIL BORROW (LV)	C Y	200	\$38.00	\$7,600.00
20	2575.601	TURF ESTABLISHMENT	L S	1	\$2,000.00	\$2,000.00
					Construction	\$194,586.00
					Contingency 10%	\$19,458.60
					Engineering 16%	\$31,133.76
					Contract Total	\$245,178.36

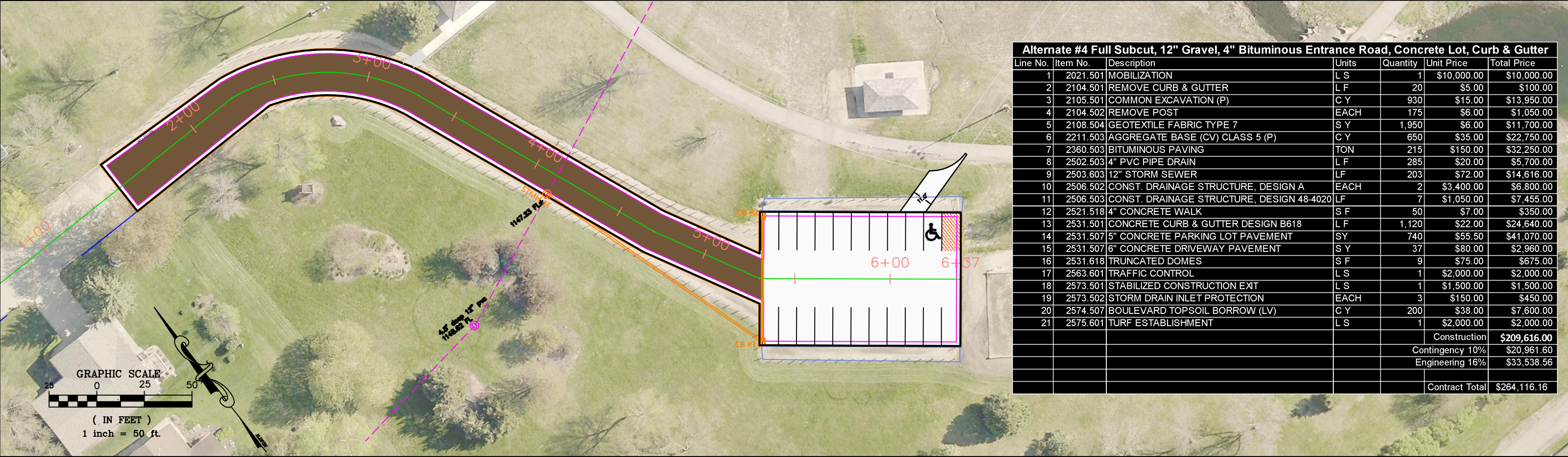


Alternate #2 No Subcut, 3" Gravel, 4" Bituminous, Curb & Gutter						
Line No.	Item No.	Description	Units	Quantity	Unit Price	Total Price
1	2021.501	MOBILIZATION	L S	1	\$8,000.00	\$8,000.00
2	2104.501	REMOVE CURB & GUTTER	L F	20	\$15.00	\$300.00
3	2105.501	COMMON EXCAVATION (P)	C Y	70	\$18.00	\$1,260.00
4	2104.502	REMOVE POST	EACH	175	\$6.00	\$1,050.00
5	2108.504	GEOTEXTILE FABRIC TYPE 7	S Y	0	\$5.00	\$0.00
6	2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	C Y	170	\$35.00	\$5,950.00
7	-	SHAPING EXISTING GRAVEL	L S	1	\$2,500.00	\$2,500.00
8	2360.503	BITUMINOUS PAVING	TON	395	\$150.00	\$59,250.00
9	2502.503	4" PVC PIPE DRAIN	L F	285	\$20.00	\$5,700.00
10	2503.603	12" STORM SEWER	LF	203	\$72.00	\$14,616.00
11	2506.502	CONST. DRAINAGE STRUCTURE, DESIGN A	EACH	2	\$3,400.00	\$6,800.00
12	2506.503	CONST. DRAINAGE STRUCTURE, DESIGN 48-4020	LF	7	\$1,050.00	\$7,455.00
13	2521.518	4" CONCRETE WALK	S F	50	\$7.00	\$350.00
14	2531.501	CONCRETE CURB & GUTTER DESIGN B618	L F	1,120	\$22.00	\$24,640.00
15	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	S Y	37	\$80.00	\$2,960.00
16	2531.618	TRUNCATED DOMES	S F	9	\$75.00	\$675.00
17	2563.601	TRAFFIC CONTROL	L S	1	\$2,000.00	\$2,000.00
18	2573.501	STABILIZED CONSTRUCTION EXIT	L S	1	\$1,500.00	\$1,500.00
19	2573.502	STORM DRAIN INLET PROTECTION	EACH	3	\$150.00	\$450.00
20	2574.507	BOULEVARD TOPSOIL BORROW (LV)	C Y	200	\$38.00	\$7,600.00
21	2575.601	TURF ESTABLISHMENT	L S	1	\$2,000.00	\$2,000.00
					Construction	\$155,056.00
					Contingency 10%	\$15,505.60
					Engineering 16%	\$24,808.96
					Contract Total	\$195,370.56





Alternate #3 No Subcut, 3" Gravel, 5" Concrete, Curb & Gutter						
Line No.	Item No.	Description	Units	Quantity	Unit Price	Total Price
1	2021.501	MOBILIZATION	L S	1	\$8,000.00	\$8,000.00
2	2104.501	REMOVE CURB & GUTTER	L F	20	\$15.00	\$300.00
3	2105.501	COMMON EXCAVATION (P)	C Y	70	\$18.00	\$1,260.00
4	2104.502	REMOVE POST	EACH	175	\$6.00	\$1,050.00
5	2108.504	GEOTEXTILE FABRIC TYPE 7	S Y	0	\$5.00	\$0.00
6	2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	C Y	170	\$35.00	\$5,950.00
7	2360.503	BITUMINOUS PAVING	TON	0	\$150.00	\$0.00
8	2502.503	4" PVC PIPE DRAIN	L F	285	\$20.00	\$5,700.00
9	2503.603	12" STORM SEWER	LF	203	\$72.00	\$14,616.00
10	2506.502	CONST. DRAINAGE STRUCTURE, DESIGN A	EACH	2	\$3,400.00	\$6,800.00
11	2506.503	CONST. DRAINAGE STRUCTURE, DESIGN 48-4020	LF	7	\$1,050.00	\$7,455.00
12	2521.518	4" CONCRETE WALK	S F	50	\$7.00	\$350.00
13	2531.501	CONCRETE CURB & GUTTER DESIGN B618	L F	1,120	\$22.00	\$24,640.00
14	2531.507	5" CONCRETE PARKING LOT PAVEMENT	SY	1620	\$55.50	\$89,910.00
15	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	S Y	37	\$80.00	\$2,960.00
16	2531.618	TRUNCATED DOMES	S F	9	\$75.00	\$675.00
17	2563.601	TRAFFIC CONTROL	L S	1	\$2,000.00	\$2,000.00
18	2573.501	STABILIZED CONSTRUCTION EXIT	L S	1	\$1,500.00	\$1,500.00
19	2573.502	STORM DRAIN INLET PROTECTION	EACH	3	\$150.00	\$450.00
20	2574.507	BOULEVARD TOPSOIL BORROW (LV)	C Y	35	\$38.00	\$1,330.00
21	2575.601	TURF ESTABLISHMENT	L S	1	\$2,000.00	\$2,000.00
					Construction	\$176,946.00
					Contingency 10%	\$17,694.60
					Engineering 16%	\$28,311.36
					Contract Total	\$222,951.96



Alternate #4 Full Subcut, 12" Gravel, 4" Bituminous Entrance Road, Concrete Lot, Curb & Gutter						
Line No.	Item No.	Description	Units	Quantity	Unit Price	Total Price
1	2021.501	MOBILIZATION	L S	1	\$10,000.00	\$10,000.00
2	2104.501	REMOVE CURB & GUTTER	L F	20	\$5.00	\$100.00
3	2105.501	COMMON EXCAVATION (P)	C Y	930	\$15.00	\$13,950.00
4	2104.502	REMOVE POST	EACH	175	\$6.00	\$1,050.00
5	2108.504	GEOTEXTILE FABRIC TYPE 7	S Y	1,950	\$6.00	\$11,700.00
6	2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	C Y	650	\$35.00	\$22,750.00
7	2360.503	BITUMINOUS PAVING	TON	215	\$150.00	\$32,250.00
8	2502.503	4" PVC PIPE DRAIN	L F	285	\$20.00	\$5,700.00
9	2503.603	12" STORM SEWER	LF	203	\$72.00	\$14,616.00
10	2506.502	CONST. DRAINAGE STRUCTURE, DESIGN A	EACH	2	\$3,400.00	\$6,800.00
11	2506.503	CONST. DRAINAGE STRUCTURE, DESIGN 48-4020	LF	7	\$1,050.00	\$7,455.00
12	2521.518	4" CONCRETE WALK	S F	50	\$7.00	\$350.00
13	2531.501	CONCRETE CURB & GUTTER DESIGN B618	L F	1,120	\$22.00	\$24,640.00
14	2531.507	5" CONCRETE PARKING LOT PAVEMENT	SY	740	\$55.50	\$41,070.00
15	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	S Y	37	\$80.00	\$2,960.00
16	2531.618	TRUNCATED DOMES	S F	9	\$75.00	\$675.00
17	2563.601	TRAFFIC CONTROL	L S	1	\$2,000.00	\$2,000.00
18	2573.501	STABILIZED CONSTRUCTION EXIT	L S	1	\$1,500.00	\$1,500.00
19	2573.502	STORM DRAIN INLET PROTECTION	EACH	3	\$150.00	\$450.00
20	2574.507	BOULEVARD TOPSOIL BORROW (LV)	C Y	200	\$38.00	\$7,600.00
21	2575.601	TURF ESTABLISHMENT	L S	1	\$2,000.00	\$2,000.00
					Construction	\$209,616.00
					Contingency 10%	\$20,961.60
					Engineering 16%	\$33,538.56
					Contract Total	\$264,116.16



**PI/T COMMITTEE – 02/13/2024**  
**AGENDA ITEM REPORT**

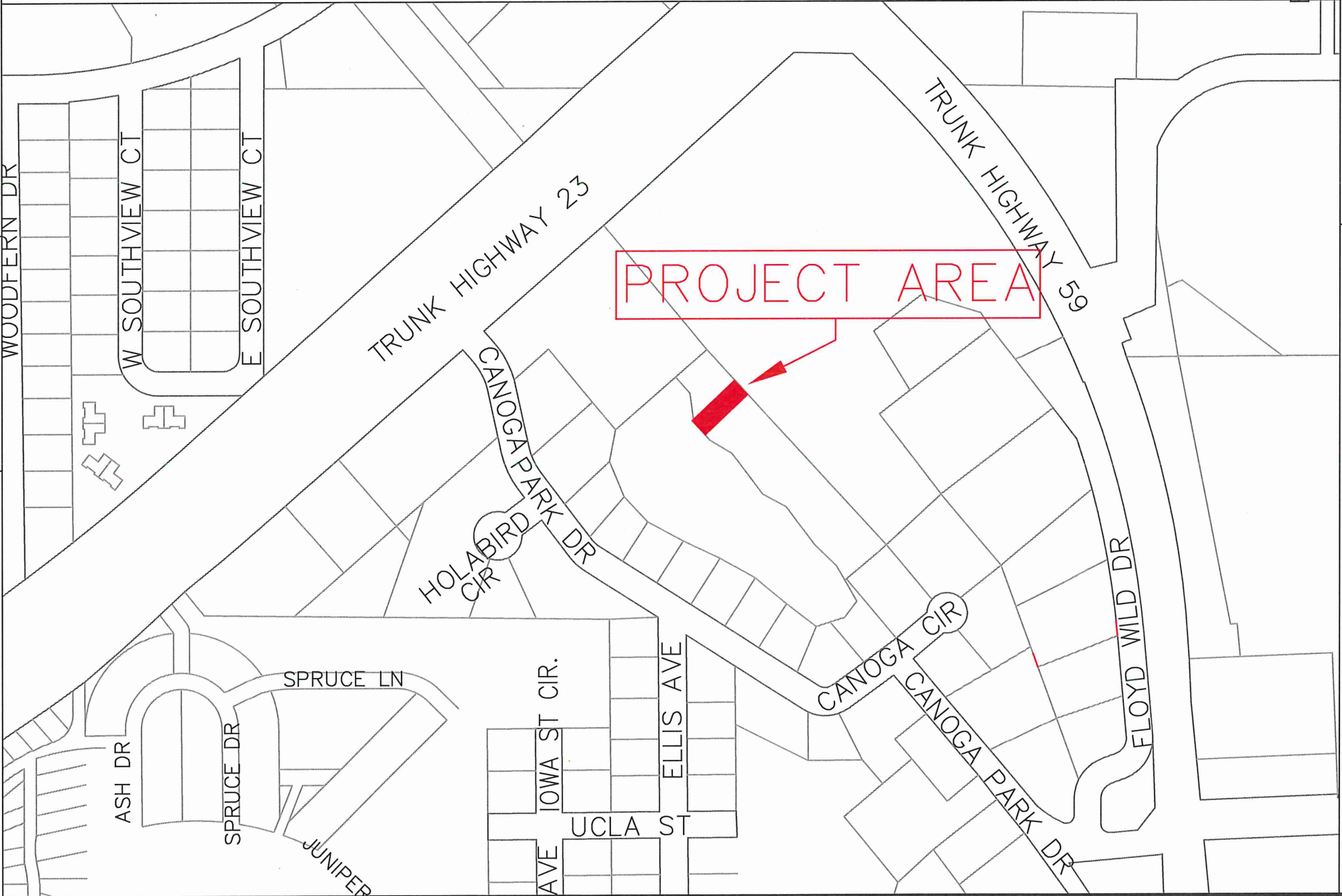
<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 13, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project SWM-009: Canoga Pond Outlet Project
<b>Background Information:</b>	<p>Over the past year, it was brought to the attention of city staff that the water elevation of the stormwater pond that serves the Wilke-Miller-Buesing subdivision was staying at an abnormally high level. City staff investigated and identified that the pond outlet had been adjusted by an unknown party. Roughly 40-FT of concrete pipe was removed and visible on the ground surface, and plastic pipe was installed in its place to the pond. The plastic pipe was set to a higher elevation in the pond. City televising identified a very poor connection between the existing concrete pipe and the new plastic pipe.</p> <p>The existing pond outlet was installed in 1988 and was assessed to the benefitting properties. City staff considers this pond outlet to be a city facility.</p> <p>To remedy this poor outlet, city staff is proposing to remove and replace the existing pond outlet. The pipe size is 18" today, and staff would propose to install 18" pipe again. Staff would propose to install a new pipe from the pond to the nearest manhole to the east, where the pipe changes direction and heads north to the MN 23 road ditch.</p> <p>By replacing this pond outlet, the stormwater pond will re-gain significant stormwater storage.</p> <p>City staff will need to work with the adjacent property owner to secure necessary permanent and/or temporary easements for construction of the outlet improvements.</p>
<b>Fiscal Impact:</b>	Project identified as \$75,000 in the CIP. Estimate to be forthcoming. The project will be funded by the Surface Water Management Utility Fund.
<b>Alternative/ Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Approve and recommend the proposed pond outlet project to the City Council.



State Of Minnesota  
City of Marshall, Minnesota  
Project Number SWM-009

Construction Plans for Storm Sewer Work Near

Canoga Park Drive  
Starting 600ft SE of TH23 and 400ft NE of Canoga Park Dr,  
Continuing NE for 175ft  
SECTION 10 T111N, R41W



LEGEND

ALIGNMENT STATIONS	
EXISTING GAS LINE	
EXISTING COMMUNICATION LINE	
EXISTING FIBER LINE	
EXISTING UNDERGROUND POWER	
EXISTING STREET LIGHT	
EXISTING CATCH BASIN	
EXISTNG STORM MANHOLE	
EXISTING SANITARY MANHOLE	
EXISTING HYDRANT	
EXISTING WATER VALVE	
NEW CATCH BASIN	
NEW HYDRANT	
NEW WATER VALVE	
NEW SANITARY MANHOLE	
NEW STORM MANHOLE	
BENCHMARK TOP NUT HYDRANT	

SPECIFICATION REFERENCE

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
"STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE  
LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM  
TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD  
MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

THE CITY OF MARSHALL STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

PROJECT LENGTH

GROSS LENGTH	175	FEET	0.03	MILES
EXCEPTIONS	0	FEET	0.00	MILES
NET LENGTH	175	FEET	0.03	MILES

SCALES

PLAN	1"=20'
PROFILE	1"=5'

INDEX

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Estimated Quantity Sheet
3-4	SWPPP Sheet
5	Removal Sheet
6	Plan & Profile Sheet

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY  
DIRECT SUPERVISION AND THAT I AM A DULY LICENSE PROFESSIONAL  
ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DESIGN ENGINEER, PRINTED NAME \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED: CITY ENGINEER, MARSHALL MINNESOTA \_\_\_\_\_ DATE \_\_\_\_\_  
REG NO 53322

DESIGNED BY: JRL  
DRAWN BY: JRL  
Item 10.  
SCALE: N/A

DATE	REVISIONS	INIT.



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

CANOGA POND

TITLE SHEET

CITY PROJECT NO.  
SWM-009

DATE  
01/15/2024

STATE AID PROJECT NO.

SHEET NO  
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